

# City of Amsterdam East End Step 2 Nomination Study



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CR 155



## Acknowledgments

City of Amsterdam Office of Community & Economic Development

Amanda Bearcroft, Director

Gina DaBiene Gibbs, Community Development & Grants Assistant

## Project Steering Committee

Michelle Jackson, City of Amsterdam, Tourism Marketing & Recreation Specialist

Kamille Brody, City of Amsterdam, Urban Blight & Zombie Properties Coordinator

Ladan Alomar, Centro Civico, Inc. Executive Director (ret.)

Jennifer Saunders, Liberty ARC, CEO

Damaris Carbone, Amsterdam Housing Authority, Executive Director

Brigitta Giulianelli, The Foundation of Saint Mary's Healthcare, Executive Director

Anne Boles, Montgomery & Fulton County Tourism, Director

Alex Kuttesch, Montgomery County Business Development Center, Senior Planner

Casey Martin, Wishful Thinking & The Creative Connections Clubhouse

John Sumpter, Wishful Thinking & The Creative Connections Clubhouse

Julie Sweet, New York State Department of State

Lesley Zlatev, New York State Department of State

## Project Team

C&S Companies

Joy Kuebler Landscape Architect

Gary Bowitch

## Lead Project Sponsors

The City of Amsterdam East End Nomination Study is sponsored by the City of Amsterdam through the Department of Community and Economic Development with funding provided through the New York State Department of State (DOS) Brownfield Opportunity Area (BOA) Program.

## Project Partners

The City of Amsterdam East End Step 2 Nomination Study has a number of central project partners that make up the BOA Steering Committee including Montgomery County offices of Economic Development & Planning and Tourism; Centro Civico; Creative Connections Clubhouse; City of Amsterdam Urban Renewal Agency; the Amsterdam Housing Authority; the City of Amsterdam office of Tourism, Marketing, and Recreation; Liberty ARC; and St. Mary's Healthcare.

With long-standing relationships and vested interests both within the BOA and its surrounding neighborhoods, these BOA partners utilized their knowledge of the Study Area to assist with the preparation of this Nomination document. The Committee provided crucial local insight and technical assistance throughout the BOA process and ensured that the document clearly aligned with local goals and ongoing initiatives.

NYS DOS monitored progress, tracked completion of grant requirements and attended various meetings throughout the planning process.

## The Brownfield Opportunity Area Program

The Brownfield Opportunity Area Program was developed in 2003 as a planning component of the NYS Superfund/Brownfield Law, providing municipalities and community-based organizations with financial and technical assistance to complete area-wide revitalization strategies for neighborhoods impacted by the concentrated presence of brownfields and potential environmental hazards.

Brownfield sites are typically former industrial, manufacturing or commercial properties where the specter of environmental contamination from historical operations has inhibited redevelopment. Many of these sites now sit vacant and struggle to contribute to the surrounding area. Neighborhood and corridor overall vitality can be negatively impacted by the presence of potentially contaminated brownfield sites. In many cases, property values decline, there is an increased lack of reinvestment in the area, and issues of safety arise when brownfield sites sit undeveloped. To combat these issues, the BOA Program assists communities in identifying and further analyzing these sources of neighborhood decline and then provides resources and capacity to develop implementation strategies that work towards revitalization of sites that will catalyze resurgence in the neighborhoods surrounding them.

The Program is a three-step process that provides grants and technical support to help municipalities and organizations complete and implement strategies that work towards

revitalization within their communities. At the completion of Step 2 of the program, communities will be designated a Brownfield Opportunity Area, thus increasing their competitive position for access to funding as well as incentives under the Department of Environmental Conservation (DEC) Brownfield Cleanup Program, the Empire State Development Corporation's (ESDC) economic development programs, additional State and Federal assistance opportunities.

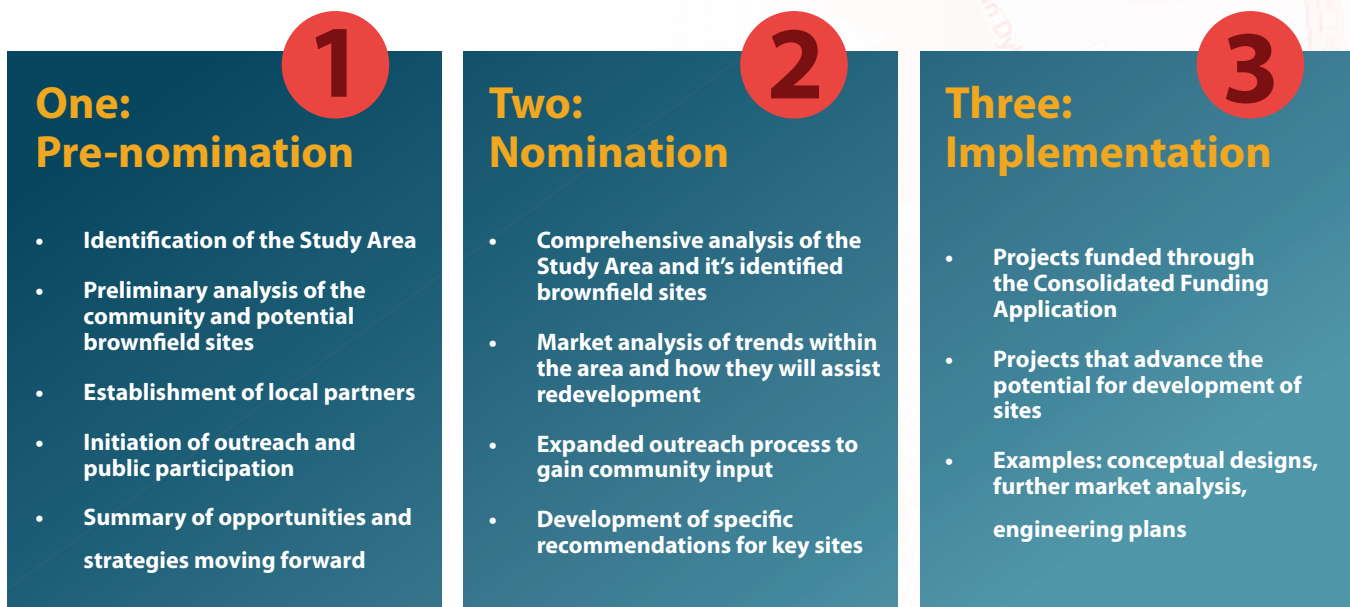


Figure 1: Three Step BOA Program

Brownfield sites are typically former industrial, manufacturing or commercial properties where operations may have resulted in environmental contamination. Many of these former sites now sit vacant and struggle to contribute to the surrounding area. The DOS and DEC have recognized that these sites have a tremendous impact on neighborhoods around them as a result.

Neighborhood and corridor overall vitality can be negatively impacted by the presence of potentially contaminated brownfield sites. In many cases, property values decline, there is an increased lack of reinvestment in the area, and issues of safety arise when brownfield sites sit undeveloped. To combat this issue, the BOA Program assists communities in identifying and further analyzing these sources of neighborhood decline and then provides resources and capacity to develop implementation strategies that work towards revitalization of sites that will catalyze resurgence in the neighborhoods surrounding them. However, because it is a planning program, the BOA does not provide direct funds for cleanup efforts. State and Federal programs exist for the cleanup and remediation of sites, such as the DEC Environmental Restoration Program, Brownfield Cleanup Program, and the United States Environmental Protection Agency's (EPA) Brownfields Program. These programs focus on physical investigations and activities and provide further assistance to municipalities that deal with brownfield impacts on a day-to-day basis.



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# EXECUTIVE SUMMARY

## Project Overview

The City of Amsterdam East End Brownfield Opportunity (BOA) Step 2 Nomination Study is both transformative and imaginative while remaining rooted in economic feasibility. Recommended projects are driven by a plan that identifies catalytic sites and redevelopment options for those sites based on extensive community outreach, stakeholder meetings, Steering Committee meetings and market analysis. After thorough analysis of the Study Area's current conditions, feedback gained through community outreach and concise market-analysis, the Nomination Study provides recommendations for projects and strategies for the future of the East End and the City of Amsterdam. The Nomination Study also includes implementation strategies such as: sources of funding, an implementation matrix, phasing techniques and continuation of or development of new partnerships to assist with revitalization of the East End. The ultimate goal of the Step 2 Nomination Study is for the East End BOA to receive an official Brownfield designation, allowing the City to execute the plan provided to them, have increased preference for grants and attract investment from developers.

## What is a Brownfield?

In New York State brownfields are defined as vacant, abandoned, or underutilized properties for which redevelopment is complicated by real or perceived environmental contamination. They are often former commercial and industrial buildings or the land on which they were located. Examples include mills, factories, foundries, and gas stations.



## What is the Brownfield Opportunity Area program?

The BOA program is funded by New York State Department of State and provides an area-wide approach to the assessment and redevelopment of brownfields or other vacant or abandoned properties within a community. The overall goal of the program is

- Assess the range of redevelopment opportunities
- Build a shared community vision for the reuse of sites and the actions needed to achieve revitalization



- Coordinate with agencies, community groups and private sector partners to implement solutions and leverage investment in the community

The program is three steps. The ultimate goal of a Step 2 Nomination Study is to receive an official Brownfield designation, allowing the City to execute the plan provided to them, have increased preference for grants and attract investment from developers. Step 3 of the program provides funding through the Consolidated Funding Application (CFA) for continued studies and pre-development activities to advance strategies and projects that were identified in Step 2.

## Regional and Community Setting

The City of Amsterdam is located in Montgomery County in New York's Mohawk River Valley, just 30 minutes north of the state capital, Albany. The City developed on both side of the Mohawk River and features distinct north and south sides. Amsterdam was once a thriving, dense, and connected city. It was a world-famous rug manufacturing capital and featured an abundance of mills and factories that lined both the Mohawk River and the Chuctanunda Creek. Almost all of the factories and mills were victims of economic restructuring which resulted in a loss of jobs and vitality that left buildings vacant and abandoned and the neighborhoods of single and multi-family residential homes that surrounded them devastated. Urban renewal and a new transportation network eliminated the connections between the downtown and neighborhoods leaving downtown stranded and economically irrelevant.

Despite its hardships, a number of powerful resources remain within Amsterdam including the Mohawk River, Riverlink Park and the Mohawk Valley Gateway Overlook Bridge that reconnects neighborhoods and attractions on both sides of the river. The City boasts the Chuctanunda Creek Trail and Erie Canalway Trail. The City is also in the process of updating its Local Waterfront Redevelopment Program and implementing projects funded by its \$10 million Downtown Revitalization Initiative award.

### Project Timeline

- Step 1 Pre-Nomination Study (2015)
- Step 2 Nomination Study (2021)
- Official BOA Designation (2021-2022)
- Step 3 Implementation Plan (Following Designation)

## Public Participation

The City of Amsterdam East End BOA Step 2 Nomination study was developed through and informed by an extensive community participation process which involved gathering input from residents, visitors, business owners, elected officials, private and nonprofit organizations to ensure the plan was representative of desires and echoed the needs of the community it is intended to serve and attract. The engagement activities are as follows:

- Steering Committee meetings
- Community Conversations – meetings with groups in various settings
- Visioning Tours – interactive site visits with groups of stakeholders
- Public Meetings and Workshops – Conducted in person in October 2019; online thereafter because of COVID-19 restrictions
- Community Survey – distributed online via Survey Monkey

In March of 2020, the COVID 19 Pandemic stay-at-home order issued by Gov. Andrew Cuomo forced planning projects into a brief hiatus while project owners and teams waited out the uncertainty triggered by the panic phase of the pandemic. The project team began planning to pivot to online engagement when it became clear that the situation was grave and would last many months. Project Team and Steering Committee meetings were held on the Zoom platform. Fortunately, much of the public engagement activities planned for the project had already taken place when the stay-at-home order was issued. Additional public workshops were held via Zoom in October 2020 and , 2021 which completed the engagement schedule.

## Study Area Boundary

The Study Area boundary was informed by the Step 1 Pre-Nomination Study and extended early within the Step 2 process. The boundary was extended north of Main Street to include blighted housing stock and vacancies within the primarily residential area, incorporating all parcels north and south of Forbes Street. To connect to Amsterdam's Northern Neighborhoods BOA Study Area, the boundary was extended north along the vacant rail line. The boundary includes over 129 acres of land and additional acreage of water, encompassing a portion of the Mohawk River waterfront and Davey's Island.

The boundary also includes notable sites like the Riverfront Center, the City's Department of Public Works building, the active rail line, and the old Train Depot.

## Demographics

The Mohawk Valley Region and the New York State experienced steady population increases throughout the last two decades, population within the East End BOA and the City of Amsterdam has experienced very little population change in comparison.

Both vacancies and total number of households increased within the Study Area from 2000 to 2019.

The East End BOA has a more diverse population than Montgomery County and the Mohawk Valley Region. The East End has a larger Hispanic population and significantly lower white population compared to the City of Amsterdam and Montgomery County.



The unemployment rate within the East End Study Area is almost 8%, which is double that of the City of Amsterdam (4%).

## Land Ownership

Most of the land within the study area, 92% of it, is privately owned. Notable privately owned properties include Riverfront Center, the former Train Depot and the Fownes Building.

Six percent of land is owned by the City of Amsterdam, and 2% is owned by the State of New York. Property owned by the City of Amsterdam includes Riverlink and Esperanza Verde Park, the Department of Public Works building and lots along Main Street.



## Land Use and Zoning

The majority of land use within the Study Area is residential with 270 parcels with the second highest land use being Vacant Land accounting for 122 parcels. Commercial use takes up another 83, most of it along the portion of the BOA encompassing Main Street.

A portion of the land within the BOA is not zoned due to the inclusion of Davey Island and portions of the Mohawk River. The City's Downtown Core zoning totals 66 acres of the Study Area and 63 acres are within Light Industry zoning.

The entirety of the East End BOA falls into a New York State Opportunity Zone as well as an Environmental-Zone. These designations make the East End eligible for additional tax credits from NYS.

## Brownfields and Underutilized Sites

Forty-six sites have been identified as potential brownfields, underutilized or vacant sites amounting to over 80 acres within the Study Area. Notable sites within the inventory include:

- Former Train Depot
- Department of Public Works building
- Fownes Building

The brownfield, underutilized and vacant site inventory is spread throughout the BOA but many are clustered near the City's eastern gateway, along Main Street and Front Street which is directly adjacent to the Mohawk River.



## Parks and Open Space

There are three parks within the East End BOA including a portion of Riverlink Park, Esperanza Verde Park, and the Amsterdam Skate Park and Playground. A small portion of the North Chuctanunda Creek Trail goes through the East End BOA. The trail follows the Chuctanunda Creek from the Gateway Overlook Bridge northward. It features interpretive signage and stunning natural views in the heart of the City.

## Transportation Systems

The Study Area's main transportation route is Route 5 (Main Street). The Study Area also encompasses a portion of the CSX rail line that runs directly parallel to the Mohawk River and acts as a major barrier to waterfront access. The City of Amsterdam is accessible through the NYS Thruway. Public transportation and bike lanes are not available within the East End BOA. A majority of streets within the Study Area have sidewalks available.

## Natural Resources

The Study Area encompasses the Mohawk River which flows northwest to southeast into the Hudson River. The River extends over 149 miles and along with its historical significance, it continues to provide recreation not only for community members but also acts as a tourism hub of the larger region.

While the Study Area does not contain any NYS or federally designated wetlands and is not located above an aquifer, there are a number of migratory birds within the Study Area that should be taken into consideration when developing sites.

## Market Analysis

The East End BOA market analysis examined office, industrial/flex, retail, and multi-family residential real estate development formats in order to identify possible market-supported opportunities for the reuse and/or redevelopment of properties within the BOA study area.

Overall rates of growth and development demand in Amsterdam are low to moderate, and the region holds an abundance of competitive development sites. However, opportunities may exist for small- to mid-scale development within the BOA study area – this would include multi-family residential, industrial, retail, and to a lesser degree, office development.

Some individual properties in the East End BOA study area may hold adaptive reuse potential depending on a variety of financial, environmental and other factors as well as operator needs. Generally speaking, undeveloped or development-ready sites offer greater flexibility and are most



conducive to new construction. The consolidation of multiple adjacent properties to create large sites for single or multiple uses may be beneficial in enhancing the area's development potential.

In a limited market, East End development sites will benefit from the environmental investigations, cohesive planning, and enhanced visibility provided by the BOA program. Sites and opportunities should be considered on a case-by-case basis, and sustained collaboration among local governments and economic development agencies is key to advancing redevelopment pursuits in the East End BOA study area.

## Project Goals

The overall goals were created from key themes that were noted during the planning process. They also reinforce goals established in Amsterdam's Downtown Revitalization Initiative Application and other past planning efforts.

- 1. Transform Amsterdam's economy**
- 2. Increase accessibility throughout the BOA and between the BOAs and other Amsterdam neighborhoods**
- 3. Revitalize and reinvigorate neighborhoods**
- 4. Promote healthy lifestyles, tourism and alternative transportation and opportunities for enjoyment through development and enhancement of parks, trails, bikeways, greenways, and open spaces**

## Vision Statement

*"The East End BOA is in the heart of our community, woven from the strong fabric of our industrial and commercial heritage. We have transformed what could be into what will be in our restored central core, neighborhoods, and vital former industrial areas. The East End serves as a beautiful gateway to prosperity on the Mohawk River. It is a regional hub, inviting and connecting residents, visitors and businesses."*

## Strategic Sites and Suggested Reuse

Based on the Inventory and Analysis and the Economic and Market Analysis, coupled with the results of extensive community outreach, the Steering Committee selected five Strategic Sites covering almost 22 acres within the East End BOA Study Area. Strategic Sites are believed to be catalytic for the successful redevelopment of the East End, being perceived as having a positive impact on the immediate neighborhoods as well as the City of Amsterdam and region.

## 1. Train Depot

Located at western end of Front Street, directly east of Riverlink Park, this site offers the potential for a community gathering space with open-air capabilities due to multiple large garage doors. The Train Depot not only has immense potential in regards to its character but it also is situated in close proximity to the City's downtown and major recreational point, Riverlink Park, as well as being close to the Mohawk River

*Suggested reuse: event space*

## 2. Front Street Building

The Front Street Building is located immediately north of the Train Depot in close proximity to both the Mohawk River and Riverlink Park near the western boundary of the Study Area on a one-acre site. The building is two-stories and 35,000 square feet with surrounding vacant lots to provide parking if necessary.

*Suggested reuse: brewery and restaurant*

## 3. Fownes Building

The Fownes Building is prominent within the City of Amsterdam's skyline and is visible from major transportation routes such as I-90 and Route 5. The multi-building site once served as an industrial powerhouse in the late 19th and early 20th centuries. About half of the space is occupied by a variety of small enterprises. The structure is six stories and contains a total of over 135,000 square feet of space.

*Suggested: mixed use artist space, offices and apartments*

## 4. Department of Public Works

The City of Amsterdam's Department of Public Works is currently located directly south of Main Street in close proximity to the City's eastern gateway. The site itself is just over four acres with one 12,000-square-foot, one-story building. The Department of Public Works is currently in the process of relocating, allowing the property to be ready for redevelopment

*Suggested reuse: small grocery, child-care services, healthcare, community services*

## 5. Riverfront Center

Riverfront Center is located north of Riverlink Park and the CSX rail line and is viewed as a physical boundary between Amsterdam's downtown corridor and the East End neighborhood. The center occupies 13 acres with an attached vacant, condemned above-ground parking ramp that total a combined 290,000 square feet. The building is underutilized with many vacant spaces. A portion of the former retail space within the Riverfront Center is occupied by medical and social service offices. The Riverfront Center provides an important connection via pedestrian bridge over the rail line to Riverlink Park.

*Suggested reuse: reconfiguration with open space and plaza*



## Key Findings and Recommendations

The City of Amsterdam's Department of Community and Economic Development has been a leader in furthering the success of economic development initiatives throughout the City that aid in revitalization. Below are strategies that the City will pursue as it advances development and prosperity.

- Continue waterfront development and historic attractions
- Maintain existing local, regional and state partnerships
- Continued grant applications and implementation
- Transformative project selection
- Marketing and branding Amsterdam as a destination
- Selective demolition
- Investment in public transit and multimodal transportation

## Recommended Step 3 Implementation Projects

NYS DOS now provides funding for planning and design project recommendations developed as part of Step 2 Nomination studies. The projects should align with the goals and vision realized during the Step 2 planning process and with ongoing planning work within the community. A variety of Step 3 projects were suggested for the City of Amsterdam's East End BOA spanning from a residential repair assistance program to updating the zoning with form-based codes and design standards consistent with the DRI.

Priority projects were identified with assistance from the City of Amsterdam, DOS and the Steering Committee including:

### 1. Transportation and Access Study

Accessibility and transportation networks within the City do not meet the needs and demands of those who live and work in the area. The city has long-standing difficulties with their urban fabric and connecting neighborhoods and denser residential areas to local businesses, natural resources and essential services. This lack of connectivity not only creates a problem for community members needing to get from place to place but also discourages walking and cycling for exercise and recreation. The Transportation and Access Study should engage the public and focus on highly trafficked thoroughfares and dense residential neighborhoods. The plan will create design standards that can be applicable to complete street policies and thus help shape the transportation network and goals for years to come.

## 2. Rail Trail Feasibility Study

A feasibility study for a future rail trail to connect the two BOA Study Areas and increase options for multimodal transportation within the City of Amsterdam is recommended. The feasibility study would identify and evaluate different alternatives for the trail and would provide the City of Amsterdam with materials to apply for a variety of funding from different sources including the Transportation Alternatives Program (TAP) through NYS DOT, Rails to Trails Conservancy, the Recreational Trails Program and Strategic Planning and Feasibility Grants through NYS Empire State Development. The Rail Trail would build upon ongoing projects and initiatives within the City of Amsterdam including access and multimodal transportation options in close proximity to the Chuctanunda Creek.

## 3. New York Main Streets Program

The City of Amsterdam should apply for a New York Main Street Technical Assistance grant from New York Homes and Community Renewal to set the stage for a Main Street Target Area Building Renovation Grant. The target area can be all or portions of the 0.5-mile stretch of East Main inside the BOA but outside of the DRI boundary, from Hamilton Street to Vrooman Avenue. The Technical Assistance grant could provide up to \$20,000 to improve readiness for a future New York Main Street Building Renovation project with a 5% match required.

## 4. Public Realm Design Plan

The public realm is the space in which we connect with the landscape around us and with one another. It connects the built environment to the natural environment. As it seeks to rebuild its central business district, Amsterdam is focusing on a public realm that is comfortable, accessible, and sustainable. Through the plan, the City can engage the public and commercial building and business owners to identify ways to customize the streetscape to provide space and opportunities for the culture of commercial districts to spill out onto the sidewalk and fully “own” the street.

## 5. Front Street Redevelopment

The portion of Front Street from the spot where the two Front Streets join west to Riverlink Park should be the focus of revitalization efforts due to the opportunities the area presents. The City, through the DRI, is untangling the vehicular circulation pattern in this area. The City can further clarify things by renaming the portion of Front Street that is farther from the Mohawk River. Front Street lacks sidewalks, signage, and other urban amenities. Development of Front Street should include the full range of multimodal amenities including pedestrian walking/jogging and cycling lanes. It should be a district that celebrates the community and serves as a magnet for celebrations and festivities.



## Summary Table

Project Recommendation	Priority	Time Frame	Responsible Parties	Estimated Costs	Funding Resources
Develop a community engagement program to ensure city agencies and boards, the business community, social and fraternal organizations and citizens can access the Step 2 report and understand roles and opportunities associated with the study.	High	1-3 years	Mayor Common Council Community & Economic Development Office	N/A	N/A
Commission a public realm design plan to enhance Amsterdam's appearance and its climate and storm water resiliency	High	1-3 years	Common Council Community & Economic Development Office City Engineer's Office, DPW	\$25,000	DEC Climate Smart Communities Program (CSC)
Consider updating the zoning with form-based codes and design standards for the BOAs consistent with the zoning updates under development within the DRI boundary	High	1-3 years	Common Council Community & Economic Development Office	\$50,000	DOS BOA Step 3 Implementation Grant
Implement a bike lane network throughout the Northern Neighborhood and East End BOAs	High	4-6 years	City Engineer's Office Tourism, Marketing, and Recreation Department Montgomery County Highway Department NYS DOT	Varies	NYSDOT Surface Transportation Program (STP) Local Waterfront Revitalization Program (LWRP) Consolidated Local Street and Highway Improvement Program (CHIPS)
Actively enforce the City's property maintenance code	High	4-6 years	Code Enforcement Office Private property owners	N/A	

Consider NYS Main Street Technical Assistance grant applications for East Main Street, Forest Avenue, and Lyon Street commercial districts to set stage for NYS Main Street Target Area grant applications	High	1-3 years	Community & Economic Development Office Urban Renewal Office Commercial and mixed-use property owners	1,000 for Technical assistance grant	NYS Office of Community Renewal
Develop a comprehensive database of City-owned properties and a strategy to dispose of non-strategic properties that do not provide value to the City, including offering them to adjacent property owners	High	1-3 years	City Assessor's Office Montgomery County Real Property Tax Department Community & Economic Development Office	N/A	
Commission a feasibility analysis of access to Riverlink Park from Front Street	High	1-3 years	City Engineer's Office Community and Economic Development office	\$75,000	ESD SPFS LWRP
Develop marketing incentive package to secure redevelopment specifically in brownfield sites	High	1 year	Industrial Development Agency Community & Economic Development Office Montgomery County	\$60,000	DOS BOA Step 3 Implementation Grant
Create and implement a transportation and access study including multi-modal access, public realm improvements, addition of sidewalks, bike lanes, and the need for multi-modal transportation	High	1-6 years	Community & Economic Development Office City Engineer's office NYS DOT	\$100,000	DOS BOA Step 3 Implementation Grant NYS DOT
Develop phasing plan for the Front Street Train Depot to include pop up interventions and events	High	1-3 years	Community & Economic Development Office Private property owners	N/A	
Work with the private owners to commission a Master Plan configuration study for Riverfront Center	High	1-6 years	Private property owners Community & Economic Development Office	\$200,000	DOS BOA Step 3 Implementation Grant ESD Grant Funds



Rail Trail Feasibility Study and development alternatives for the vacant rail line in East End and Northern Neighborhood BOA Study Areas	High	1-3 years	Community & Economic Development Office Tourism, Marketing, and Recreation Department Montgomery County	\$50,000	FHWA Recreational Trails Program via NYSOPRHP Rails to Trails Conservancy Canal Corp NYSDOT Transportation Alternatives Program Strategic Planning and Feasibility Study Project Grants (ESD SPFS)
Creative Connections Clubhouse recreation project	High	1-3 years	Creative Connections Clubhouse	N/A	
Initiate Five Corners Pre-Development Activities	High	1-3 years	Community and Economic Development office City Engineer's Office Montgomery County Department of Environmental Conservation	\$175,000	DOS BOA Step 3 Implementation Grant
Work with community associations and organizations to plan community cleanup and beautification events such as shoreline cleanup, litter and neighborhood cleanups, etc., followed by block parties	High	ASAP	City Office of Tourism, Marketing & Recreation Common Council DPW Creative Connections Clubhouse Centro Civico Social and fraternal organizations Police Department	Varies (donated refreshments for block parties, etc.)	Local resources
Develop a residential repair assistance program as a training program for those interested in careers in the building trades and to assist homeowners in bringing their properties up to code	Medium	1-3 years	Office for Aging Code Enforcement Office Hamilton Fulton Montgomery BOCES Fulton-Montgomery Community College	Varies	

Develop a design and construction plan for converting Front Street from an unpaved access road to a city street including connections to the existing street grid, multi-modal access, on- and off-street parking, curbs and curb cuts, public realm improvements and appertenances, and green infrastructure	High	ASAP	City Engineer's Office Community and Economic Development office	400,000	NYS Canal Corporation LWRP NYS BOA Step 3 Implementation Plan
Continue to encourage community, school, and residential gardening	Medium	1-3 years	Grow Amsterdam Cornell Cooperative Extension of Fulton-Montgomery	Varies	Publicgardens.org
Work with Historic Amsterdam League and City Historian to develop a revolving program to install temporary removable murals on BOA building exteriors celebrating the City's historic architecture and industrial legacy	Medium	1-3 years	Historic Amsterdam League City Historian's Office Office of Tourism, Marketing & Recreation Building owners	Varies	Local resources NYS Council on the Arts
Assist in the recruitment of non-profit community service tenants	Medium	4-6 years	Community & Economic Development Office	N/A	
Demolish former DPW building and determine any existing site contamination	Medium	1-3 years	Department of Public Works NYS Department of Environmental Conservation	Varies	EPA Brownfields Funding DEC
Work alongside DOT to realign Route 5 and reclaim property at the City's East End Gateway	Medium	1-3 years	Community & Economic Development Office NYS DOT	Varies	DOT Highway Safety Improvement Program, CHIPS Congestion Mitigation and Air Quality Program



# PROJECT DESCRIPTION

The City of Amsterdam completed its Step 1 Pre-Nomination Study in 2015 under the BOA Program. The Pre-Nomination Study was one document that covered two Study Areas, the Northern Neighborhoods and the East End. In 2019, Amsterdam was awarded funding to complete two separate Step 2 BOA studies and move towards obtaining formal BOA designation for both areas. BOA Designation typically occurs directly after the completion of a Nomination Document (Step 2). A BOA designation provides tools for communities such as support from DOS, priority and preference when being considered for NYS grants, and opens the door for tax credit opportunities. For the City's Step 2 Nomination Study, the two Study Areas have separate documents due to the high number of brownfields, vacancies, and blight within their boundaries as well as differing goals surrounding redevelopment for each area. The remainder of this document will focus on the City of Amsterdam's East End Study Area.

The East End Study Area is 129 acres of land with more than 46 sites identified as being either brownfield, vacant and/or underutilized. The sites are primarily within close proximity of the Mohawk River and Front Street, the City's eastern gateway, and Amsterdam's Main Street Corridor.

There are also a number of smaller lots within an East End residential neighborhood that were identified in the Step 1 Nomination document. This is due to Amsterdam's rich history of rapid expansion along its waterfronts with an influx of production mills. Following World War II there was a short period of increased production. Following this short-lived comeback, factories in Amsterdam began to move to the South. By association, the city's population drastically decreased and vacancy rates multiplied within nearby neighborhoods.

Due to past industrial operations many of the sites may have been impacted by hazardous materials and are now sources of blight. Many of the sites identified within this document are historic mills and factories that are large enough to be visible from the New York State Thruway and other vantage points within the City. Due to the sheer size of properties and historical development patterns, a number of residential homes are direct neighbors. This creates concerns surrounding environmental justice and the need for site reuse and new housing for current residents.

## Related Planning Studies and Existing Materials

The Brownfield Opportunity Area program is designed to align with previous and ongoing planning efforts undertaken by the community and to continue momentum towards revitalization. In doing so, the City will benefit from years of thoughtful planning, analysis and idea generation. The following section briefly summarizes planning efforts that have been reviewed, considered and incorporated into this study, starting with the most recent.

## City of Amsterdam Downtown Revitalization Initiative (DRI) Plan (2019):

The City of Amsterdam was selected in 2018 to receive \$10 million in funding as the Mohawk Valley Region winner of the third round of New York State's Downtown Revitalization Initiative (DRI). The DRI serves a broader agenda for revitalization, growth, and transformation of the downtown and provides funding to help achieve that vision with a higher quality of life, amenities, and connection of place and community. A portion of the DRI Boundary overlaps with the East End Study Area (primarily Riverfront Center, a portion of Front Street and a sliver of Main Street). This is an opportunity for two plans to work alongside one another to implement positive changes within the City, especially in its downtown core which can have a positive ripple effect on the remainder of the City.

Through the DRI planning process, the community, in partnership with State agencies, identified key challenges and opportunities, and defined a vision for the future of Amsterdam:

"Amsterdam seeks to strategically build a diverse, accessible and sustainable downtown encompassing both sides of the Mohawk River. This new City center will offer a variety of opportunities to enhance quality of life now and in the future, including retail enterprises, community services, transportation, housing, recreation, education, employment, and inclusive community facilities"

### Four priority goals were established as part of the vision.

<p>Redevelop the Mohawk River and Chuctanunda Creek as assets and leverage existing historic and cultural resources.</p>	<p>Enhance public spaces for arts, cultural, and recreational activities that serve the local community, and draw in tourists from around the region and create a strong sense of place.</p>	<p>Develop key components including transportation, housing, recreation, education, employment, and community facilities to work as one.</p>	<p>Create an environment that attracts and fosters economic opportunity for a diverse population and provides a sustainable and diverse range of housing and other uses in the downtown core.</p>
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Figure 2: Priority Goals

The DRI plan identifies 20 projects targeted for State and local funding, representing \$30 million in total investment. Amsterdam received funding for 15 projects in 2019 and will be moving forward with implementation of these projects using DRI funds. Two projects are located within the East End BOA including the reconfiguration of Route 5 and the construction of a Recreation Center.

## **Downtown Amsterdam Multimodal Center Final Report [2018]:**

In 2018 the City of Amsterdam, in partnership with the Montgomery County Business Development Center, and the New York State Department of State conducted a feasibility study for the relocation of the existing Amtrak station to the city's downtown waterfront. The concept is for the train station to be expanded to a multimodal station serving the community with a variety of transportation options which currently are either unavailable or are existing but with impeded access. The project would provide a community asset in the heart of downtown, foster economic revitalization, and create a hub for the city to connect to the broader region.

## **Amsterdam Area-Wide Opportunity Analysis (2015):**

In 2015 the City of Amsterdam, Town of Florida, Town of Amsterdam, and Montgomery County partnered on the Amsterdam Area-Wide Opportunity Analysis. This study created a summary reconnaissance of the urban area, and an inventory of localized and regional assets as well as underutilized areas. Based on these assets and challenges the report then identifies opportunities to leverage projects and outcomes in keeping with the community's vision for development and improved quality of life. The study goes on to outline seven "Opportunities," or asset- and place-based strategies for development:

- Just-starting Historic Main Street Culinary and Hospitality Districts
- Repositioning the Chuctanunda Falls District
- Catalyzing the Upper Falls Historic Mills District
- Shaping the East Main Street Riverfront Employment District
- Creating a Health and Wellness District and Uptown Commercial Center
- Building an I-90 Corridor Tournament Sport Center
- Growing a Regional Food Economy

A number of opportunities overlap with the East End Study Area and overall goal of the BOA program towards revitalization and implementation of catalytic strategies.

## **NY Rising Community Reconstruction Program [2014]:**

This program is a participatory recovery and resilience initiative established by the Governor's Office of Storm Recovery in response to Superstorm Sandy, Hurricane Irene, and Tropical Storm Lee which together impacted 124 New York communities. In Amsterdam's case, it was 2011's Hurricane Irene that struck. The city is one of many communities along the Mohawk River supported by federal funds for planning and implementation of community-developed recovery and resilience projects, including community-wide drainage infrastructure improvements and retrofits of critical community facilities.



## City of Amsterdam Comprehensive Plan (2003):

The City of Amsterdam adopted its most recent Comprehensive Plan in January 2003. The adoption of this Plan was a significant turning point for the City, as it laid out strategies to increase its competitiveness and serve as a hub of regional collaboration, social diversity, sustainability, and economic progress. The Comprehensive Plan specifically recommended the redevelopment of the Degraff Street/Lower Mills area, enhancing gateways to the community, and strengthening neighborhoods within the East End Study Area.

According to the Comprehensive Plan, the City of Amsterdam seeks to strengthen its role as a livable city; a great place to live, work, and visit. To achieve this vision, the Comprehensive Plan recommended a series of actions organized around the following seven goals:

- Improve Amsterdam's Image and Identity in the Region
- Rebuild Amsterdam's Economic Foundation
- Reestablish Downtown as the Community Center
- Stabilize and Strengthen Neighborhoods
- Redevelop Old Mill Sites and Improve Connections to Neighborhoods
- Enhance Important Gateways to the Community
- Create a City Greenway System

Many of the goals laid out in 2003 are still prevalent to community members within Amsterdam today. It is the goal of the current BOA to build upon goals such as redevelopment of former mill sites, improving connections to neighborhoods and enhancement of gateways.

## City of Amsterdam Local Waterfront Revitalization Program (LWRP) [1993]:

In 1993, Amsterdam was the first municipality along an inland waterway to prepare a Local Waterfront Revitalization Program (LWRP) plan. In collaboration with NYSDOS, the City was able to initiate a long-term community engagement process, and reclaim brownfield sites as waterfront parks, with the ultimate goal to unify the City's downtown. Since the adoption of the LWRP, Amsterdam has maintained partnerships with New York State agencies to plan and implement projects for the revitalization of its downtown. Amsterdam recently was awarded funding through the Community Funding Application process to update its LWRP to be more aligned with current goals.

The City received funding through the Consolidated Funding Application in 2019 to update the LWRP with planning efforts beginning in 2021.

## BOA Boundary Description and Justification

The East End study area is 129 acres of land and includes 509 total parcels primarily encompassing

the southeast portion of the City of Amsterdam. This includes a portion of the Mohawk River and Riverlink Park (Map 1-East End BOA Boundary). The boundary includes the southern bank of Davey Island as its southern boundary, Forbes Street as its northern boundary, the Department of

### Key sites and features in the East End Study Area include:



#### Northern Boundary

The northern portion of the Study Area includes all parcels both north and south of Forbes Street, parcels south of Kreisel Terrace and parcels south of the abandoned rail line. The northern-most parcels in the East End Study Area includes the former Mohawk Teepee Restaurant, as well as the Rock Motel, and West End Auto Repair. The Northern boundary also encompasses all of the parcels both north and south along Main Street (NYS Route 5), comprised of single and multi-family housing, vacant lots and commercial businesses.



#### Southern Boundary

The southern portion of the Study Area encompasses a part of the Mohawk River and Davey Island, all parcels north of Front Street, the active CSX rail line, and the Elk Street Lower Mill Complex including the Fownes building. It also includes the former train depot that is currently being used as a tire service shop.



#### Western Boundary

The western portion includes the Riverfront Center. The Riverfront Center contains mostly public services including Montgomery Social Services, Workforce Solutions, and a handful of health offices. The western boundary also includes a portion of Riverlink Park, the local nonprofit Centro Civico of Amsterdam, St. Mary's Church, and retail stores such as Dollar General and a Stewart's Shops convenience store.



#### Eastern Boundary

The eastern boundary encompasses the City's eastern gateway on NYS Route 5 connecting Schenectady and Albany and other points southeast of Amsterdam. The eastern boundary also contains the packaging company West Rock (who is leaving the property in the near future), general contractor Beckmann Converting, and the City's Department of Public Works offices and associated operations.

Figure 3: Keys Sites and Features

Public Works and gateway into the City as the eastern boundary, and the western boundary of the Amsterdam Riverfront Center as its western boundary. Within the East End Study Area there are a number of homes that lie in between Forbes Street to the north and Front Street to the south. There are also a number of vacant and partially occupied large former mill complexes in close proximity to Front Street directly north of both the Mohawk River and the CSX rail line and as well as a number of smaller vacant commercial properties and lots along NYS Route 5 (Main Street).





## Legend

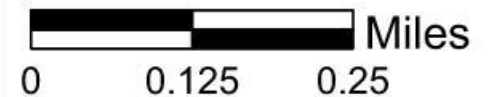
-  East End BOA
-  Northern Neighborhood BOA
-  City of Amsterdam Boundary

City of Amsterdam  
New York



Brownfield Opportunity  
Area Study Area

## Map 1: East End BOA Boundary





As the planning process progressed in Step 2, the boundary from the Step 1 Pre-Nomination Study was expanded slightly from the Step 1 Pre-Nomination Study to include additional residences north of Main Street as well as the Riverfront Center which has been deteriorating and partially vacant as well as a major divider between East End community members and their City's downtown for decades. The boundary was also expanded to connect to the Northern Neighborhoods BOA Study Area along the abandoned rail line.

One major community concern raised during both the Step 1 and the Step 2 processes was a lack of multimodal connections within the City and lack of car ownership or public transportation system. The result is that community members who lack automobiles must walk long distances in sometimes unsafe conditions or pay high fees for rides to obtain basic necessities. Additional connections between revitalization areas can contribute to better multimodal connections, improving walkability and access to goods, services and open spaces, creating a more equitable city for all.

## Summary

The City of Amsterdam's East End Study Area is 129 acres with more than 46 sites identified as being either brownfield, vacant and/or underutilized. The sites are within close proximity of the Mohawk River and Front Street, the City's eastern gateway, and Amsterdam's Main Street Corridor. There are also a number of smaller vacant and underutilized sites within the East End residential neighborhood.

The existing rail line, Front Street and Mohawk River were once the hub for industrial operations within the city, but since the loss of industry and associated population following World War II, the East End has largely been unable to attract new growth and development within the BOA Study Area.

A number of planning steps have been taken within the City of Amsterdam including the Downtown Revitalization Initiative and the Area-Wide Opportunity Analysis. The City is also in the process of updating their LWRP which will set clear guidance for waterfront development projects and policies.

The combination of property ready for redevelopment with ongoing planning initiatives makes it clear that the City of Amsterdam is ready for reuse of properties and new amenities that will address long-standing vacancies and disinvestment within the East End neighborhood. The Step 2 Nomination Study will build on existing efforts to identify environmental opportunities as well as types of community-desired redevelopment.

# COMMUNITY PARTICIPATION

## Purpose

Brownfield Opportunity Area Nomination Studies provide in-depth and thorough descriptions of existing conditions and identify new development opportunities and re-use potential for properties located within the two Brownfield Study Areas with emphasis on identification and re-use potentials of strategic sites to serve as catalysts for revitalization.

The City of Amsterdam has been focused on many aspects of community renewal and revitalization with an understanding that, in order to succeed, the community must reimagine itself and work towards resilience in the face of economic tides. The city developing approaches to take advantage to tap specific regional opportunities and growth trends and has been very successful in securing grant funding to help it reach its goals, most notably the Round Three Downtown Revitalization Initiative award of \$10 million. These initiatives, like the Brownfield Opportunity Area Step 1 Pre-nomination and the present Step 2 Nomination Studies, position Amsterdam to take advantage of national trends favoring expansion of cultural, educational, recreational, entertainment, and residential uses, and to tap specific regional opportunities and growth trends. At the same time, additional commercial and industrial developments are not out of reach and careful market analysis has identified those opportunities.

To place itself in the best possible position to capitalize upon positive trends and augment existing efforts, the City of Amsterdam crafted ambitious and bold visions for each of two the Brownfield Opportunity Areas: the East End and Northern Neighborhoods BOAs. The strategies were funded by a grant through the New York State Department of State Brownfield Opportunity Area program. They follow a Step 1 Pre-Nomination Study that was completed in 2015 that addressed the two areas together. To ensure the Step 2 Nomination Studies are successes and to ensure that the unique character and voice of each emerges, the decision was made to commission two studies.

Separating the two areas for purposes of analysis and planning has given the local community a strong voice in the redevelopment planning for the study area. To this end, the project team developed and implemented a series of engagement activities throughout the project duration that ran in parallel and engaged the population of each area equally. Public engagement activities were designed to gather community input and gauge sentiment about redevelopment options for the Amsterdam Brownfield Opportunity Areas. The input of residents and stakeholders is key to developing a vision and strategies for redevelopment and revitalization. Further, the public engagement program is designed to reach people who may not have been engaged previously and who could well become implementers and project partners in the future.

## Community Participation & Visioning

These Brownfield Opportunities Area projects are important Community Visioning Plans for large districts in the City of Amsterdam that have vacant, underutilized, known and suspected environmental trouble spots throughout them. To ensure that the scale of engagement is appropriate to the community it seeks to understand, the projects followed a Placemaking methodology using public engagement to build consensus, craft approaches to revitalization through creativity and collaboration, and to empower the community.

The project identifies site-specific solutions for vacant, underutilized and potentially contaminated sites, and also looks for possible solutions to quality-of-life concerns in the community, seeking to ensure that the triple bottom line of economic, social, and environmental benefits can be met through the recommendations. Larger community initiatives – such as improvements to public and transportation infrastructure, future or proposed new developments and/or housing, and public amenities and recreational opportunities – were considered for appropriate placement in the BOAs and were studied as part of the site analysis where the existing context of place best supports them as well as where future linkages, opportunities and community needs can be met.

## Consultation Methods and Techniques to Enlist Partners

Due to the increasing lack of interest and citizen participation in traditional public engagement methods, the project team approached these BOAs differently. The “Placemaking Vision Strategy” used in this project is like the way Organizational Development and Team Building experts have been approaching problem solving and strategic planning with diverse user groups for corporations large and small for many years.

This approach to visioning is an excellent way to interact with citizens and stakeholders that is approachable and engaging. The “Placemaking Vision Strategy” helped the team obtain creative ideas, build relationships, and inspire imagination about the future of the East End Brownfield Opportunity Area.

## Specific Engagement Techniques

A Citizen Participation Plan (CPP) was created at the onset of the BOA project to ensure the local community was given a voice in the redevelopment planning. This document is attached in Appendix C and includes the combination of methods for accomplishing public outreach activities.

The specific methodology instituted included the following techniques:

- Steering Committee Meetings
- Small Conversations About Town
- Traditional Public Meetings
- Site Analysis and Visioning Tours
- Community Survey
- Social media



## COVID-19 Impact

The City of Amsterdam East End BOA project kicked off in August 2019. During the project kickoff meeting, a draft Citizen Participation Plan (CPP) that included the elements listed above was presented to the Steering Committee. Between August 2019 and January 2020, each time the project team was in Amsterdam it conducted engagement activities. These included a kayak tour of the Mohawk River with the steering committee and a Community Conversations presence at Amsterdam Craft Beer Fest as part of August 2019 kickoff activities; public meeting and interactive site tour in October; a workshop at the Riverfront Center as well as small group presentations at the Inman Senior Center and before the noon Rotary, as well as a visit with the youth at the Community Connections Clubhouse in January 2020.

By the time Gov. Andrew Cuomo issued Executive Order 202, placing New York State on “pause” to stop the spread of COVID-19, most of the activities outlined in the CPP had been conducted. As a result of the limitations imposed by the pandemic, the project team was unable to meet in person with the steering committee, or do any in-person public engagement or other field work until it met once again with the public and steering committee in July 2021.

The main impact of the pandemic on the project – like its impact on projects everywhere – was in an extended delay in progress as project team members and sponsors waited for guidance from federal and state agencies on gathering, opening offices, travel and other activities integral to progress on the project. Project engagement resumed in April 2020 with a steering committee meeting held virtually. A public meeting was held virtually in November 2020 after a delay of approximately six months. The final public meeting was held in person in July 2021.

## Steering Committee Meetings

From the onset of the BOA project, a Steering Committee played a vital role supervising both BOAs. The committee members ensured that the project proceeded smoothly, that the engagement activities were sufficient in terms of frequency and content, and worked very closely and collaboratively with the project team. The project team and the Steering Committee met on a regular basis for review and feedback of analysis, project opportunities and the development of the BOA plans. The Steering Committee met three times in person before the global Coronavirus pandemic ruled out in-person meetings and five times on the Zoom platform. The meeting minutes from these conversations are provided in Appendix C.

At project kickoff, the group went on a kayak tour of the Mohawk River through downtown Amsterdam to see the city from a unique perspective and share insights and perceptions about the study area. This activity was important because it gave the participants the opportunity to see the project area from a perspective from which some of them had never seen it.

The outing was facilitated by Audrey Egelston, owner of Down by the River Kayak Rentals. Highlights of the outing included the north and south Chuctanunda Creek, Riverlink Park and Davy Island. Among themes explored were Amsterdam’s founding as a mill town, the recovered



*Steering Committee members discuss new perspectives on Amsterdam after their kayak tour, above left. Committee members participated in a team building game during the project kickoff meeting, above right. Left, a steering committee meeting hosted by Creative Connections Clubhouse.*

connection between the north and south sides of the river through the Mohawk Valley Gateway Overlook Pedestrian Bridge, cultural heritage of the prehistory city, and the future of tourism, entertainment and recreation on the river.

Following the outing, the group gathered for an informal discussion recounting their experiences and ideas. Overall, they found the river isolated and inaccessible, specifically by low income and elderly persons who lack the mobility to explore the riverfront. The separation of the city from the waterfront by railroad tracks is particularly evident. Possible solutions include access under the tracks through a tunnel under Main Street or through an at-grade crossing. The group also noted the city lacks strong connectivity between the waterfront and downtown. East-west connections from downtown to Guy Park Manor and a north-south connection bringing residents to downtown and the waterfront and connecting them to City services are needed.

Minutes of the steering committee meetings are in the appendices.



STEERING COMMITTEE MEMBERS		
Michael	Cinquanti	City of Amsterdam Mayor
Amanda	Bearcroft	City of Amsterdam Director of Community & Economic Development
Michelle	Jackson	City of Amsterdam Tourism, Marketing & Recreation Specialist
Kamille	Brody	City of Amsterdam Urban Blight & Zombie Properties Coordinator
Gina	DaBiere-Gibbs	City of Amsterdam Community Development & Grants Assistant
Ladan	Alomar	Centro Civico, Inc. Executive Director (ret.)
Jennifer	Saunders	Liberty ARC CEO
Damaris	Carbone	Amsterdam Housing Authority Executive Director
Brigitta	Giulianelli	The Foundation of Saint Mary's Healthcare Executive Director
Alex	Kuttesch	Montgomery County Business Development Center Senior Planner
Casey	Martin	Wishful Thinking & The Creative Connections Clubhouse
John	Sumpter	Wishful Thinking & The Creative Connections Clubhouse
STATE ADVISORS		
Julie	Sweet	New York State Department of State
Lesley	Zlatev	New York State Department of State
PROJECT TEAM		
Dan	Riker	The C&S Companies
Emma	Phillips	The C&S Companies
Jeffrey	Williams	The C&S Companies
Eve	Holberg	Joy Kuebler Landscape Architect
Gary	Bowitch	Bowitch & Coffey

Figure 4: Steering Committee Members

## Small Conversations About Town and Small Group Engagement

The Small Conversations about Town outreach includes “meeting the public in public,” that is, where they are, rather than inviting them to come to the project team. These small community discussions may occur at grocery and department stores, in the main area of the library, at local community services locations and even at school functions and sporting events.

The goal of the project team was to hear local perspectives from as many viewpoints as possible. By going to community members where they were, the team had many casual conversations that





*Small Conversations About Town – Top left, a fun diversion at the Amsterdam Beer Fest included this photo frame. Top right, Inman Senior Center engagement. Below left, the project team with the Community Connections youth. Below right, Riverfront Center engagement.*



made real and valuable contributions to the study knowledge base, educated and informed the public about the studies and recruited citizen-champions for the study.

The project team held small community discussions at the Amsterdam Craft Beer festival on August 15, 2019. Because the team had difficulty identifying fall and winter events and venues for these conversations, the decision was made to pivot to a more intentional model and the noon Rotary and Inman Senior Citizens Center were identified as venues for discussion. A mini-workshop taking the place of a tour of Riverfront Center drew about 15 participants. These all took place on January 22, 2020. There was also an ongoing relationship with the Community Connections Clubhouse which also hosted the team on January 22. A planned presence at the weekly Bingo game was not executed because of the shutdown resulting from the COVID-19 pandemic.

Input gathered during these events are summarized below and the full accounts can be read in the appendices.

At each engagement event, the team distributed what came to be called “small conversations questions” for participants to complete.

The East End questions were:

- How should we reuse vacant factory and mill buildings in Amsterdam’s East End BOA Area?
- “I would visit the Mohawk River in Amsterdam’s East End more often if I (or my family) could do this\_\_\_\_\_.”
- Where does Amsterdam’s East End BOA Area need more parks and open space?

A final question invited participants to rank four statements in order of importance with 1 being most important and 4 being least important. No distinction was made between East End and Northern Neighborhoods BOAs for this question. The final ranking statements were:

- Tourism to support economic development
- Restore and reoccupy vacant and abandoned homes
- Reuse vacant and abandoned industrial buildings to bring back manufacturing jobs
- Reuse vacant and abandoned industrial buildings for new uses

## City of Amsterdam Craft Beer Fest

The project team had a table at the City of Amsterdam Craft Beer Fest on Aug. 16, 2019. At the table there was a map of the two Brownfield Opportunity Areas to orient participants to the study areas. The small conversations questions were also available at the event. The purpose of the event was as much to educate about the project as it was to gather input. Project sponsors understood that participants were going to be more interested in the activity than the BOA.

When asked the open-ended question: ***‘How should we reuse vacant factory and mill buildings in Amsterdam’s East End BOA?’*** Participants suggested they could be used as arts and events spaces, as destinations to interpret Amsterdam’s history and to create jobs. They also suggested apartments and affordable housing, a brewery and grocery store. These were themes that would come up again and again throughout the project

Responses to the question: ***Where does Amsterdam’s East End BOA Area need more parks and open space?*** Participant's did not name specific places. Suggestions included dog parks, pocket parks, walking paths and trail connections to the water and to downtown.

Responses to the questions ***‘I want a \_\_\_\_\_ in the \_\_\_\_\_ part of Amsterdam’s East End BOA Area!’*** reflected themes that came up consistently throughout the project. Grocery stores and access to fresh food, as well as breweries, restaurants, housing and community services were all recurrent themes throughout the project.

Dining destinations are also evident in the responses received to the question: ***I would visit the***



*Mohawk River in Amsterdam's East End more often if I (or my family) could do this\_\_\_\_\_.* Other suggestions included parking, access and connectivity and a better business climate.

A final question invited participants to rank four statements in order of importance with 1 being most important and 4 being least important. No distinction was made between East End and Northern Neighborhoods BOAs for this question. The final ranking from most to least important reflected that this input was gathered at a cultural and community event:

- 1. Tourism to support economic development**
- 2. Restore and reoccupy vacant and abandoned homes**
- 3. Reuse vacant and abandoned industrial buildings to bring back manufacturing jobs**
- 4. Reuse vacant and abandoned industrial buildings for new uses**

## Inman Senior Center Engagement

The project team met with members and guests of the Inman Senior Center on January 22, 2020. The purpose of the event was to provide the participants with an overview of the program and to gather their input. A number of lively conversations ensued, and the assembled participants also filled out the “small conversations” sheets.

Participants’ answers to the question: *‘How should we reuse vacant factory and mill buildings in Amsterdam’s East End BOA Area?’* mirrored those gathered in other venues and contributed to the sense that consensus around a number of uses was emerging. The uses named included grocery stores, craft brewery, residential uses including senior apartments and lofts, retail and dining, playgrounds and parks. Several also suggested new manufacturing uses to generate jobs.

Inman Center participants named parks, walkways and trails along the river as locations for new parks in the East End. One suggested knocking down the mall or splitting it in half to reconnect Main Street, an idea that was explored by a Columbia University student project.

Participants said they would visit the Mohawk River in Amsterdam’s East End more often if there were restaurants including ethnic dining options, grocery store, safe and easy access across the tracks, docks, launches, parking, and a bed and breakfast. They also mentioned a walking path along the river, and shopping.

Housing was the most important issue to the senior center participants in the ranking question. The responses in order from most to least important:

- 1. Restore and reoccupy vacant and abandoned homes**
- 2. Reuse vacant and abandoned industrial buildings for new uses**
- 3. Reuse vacant and abandoned industrial buildings to bring back manufacturing jobs**
- 4. Tourism to support economic development**

## Noon Rotary, Wednesday

The project team visited the noon Rotary Club meeting on Wednesday January 22, 2020. Amsterdam



Community and Economic Development Director Amanda Bearcroft made a presentation to the group about the project. During the meeting participants filled out the ranking question.

There were 24 responses. From most to least important, the priorities were:

- 1. Reuse vacant and abandoned industrial buildings for new uses**
- 2. Reuse vacant and abandoned industrial buildings to bring back manufacturing jobs**
- 3. Restore and reoccupy vacant and abandoned homes**
- 4. Tourism to support economic development**

This input reflects the Rotary as a largely businesspersons' group, likely more focused on jobs than would be beer festival participants, senior citizens and youths.

## Creative Connections Clubhouse

The youth and staff of Creative Connections Clubhouse were invited to complete the three open-ended questions for each BOA as well as the universal ranking question. Their input is summarized below. The full input can be read in the appendices.

Several of the respondents said that Amsterdam does not need new parks. Instead of specifying where parks should be, they said the parks that currently exist need to be better maintained and that instead of parks, housing and shopping venues are needed. Other suggestions included a new park where the Fownes complex stands, a city pool in the East End, and a renovated Riverfront Center.

Like other input gathered on the question about what would bring them to the Mohawk River in the East End, Creative Connections respondents wanted to see dining, shopping and access to the river including launches. They also named family-friendly activities, laser tag/go kart jet ski and kayak rentals and activities for kids.

The Creative Connections input was not very consistent with other input gathered regarding reuse of vacant mill and factory buildings. While their suggestions for reuses included apartments as other groups also suggested, the Creative Connections input included more human and social services uses such as homeless shelters, after-school programs, daycare, sports and educational programming, and to house human services government programs. Their suggestions also included uses that generate jobs including factories, undefined businesses to provide jobs for local unemployed, and as incubators.



*Participants in the October East End workshop work on collaging their visions for Amsterdam's future.*

The ranking question response showed that the sentiment among the Creative Connections respondents is consistent with that of the Inman Center where the highest priority was also to restore and reoccupy vacant and abandoned homes. Consistent with other groups their lowest priority was tourism to support economic development.

## Public Meetings

The public is the ultimate constituent and potentially the biggest champion for the City of Amsterdam East Brownfield Opportunity Area. To ensure everyone had ample opportunity to provide input into the East End BOA study, three public meetings were planned: one at the onset to explain the BOA Program and review the BOA project scope of work; a second to refine goals and priorities for the BOA project and solicit initial public input on a vision for the study area, goals, objectives, opportunities, and constraints; and a third meeting to report on the study's findings.

The first and third meetings were held in person. The second meeting was held virtually on the Zoom platform because of pandemic restrictions.

### Oct. 28, 2019, Public Workshop

The first public workshop was held Oct. 28, 2019, in a vacant storefront at 131 East Main St. owned by Centro Civico. Roughly 30 people attended the meeting.

The evening's activities began with a brief PowerPoint presentation about the Brownfield Opportunity Area and the study's purpose. Throughout the evening a member of the consultant team was available to answer questions about the Brownfield Opportunity Areas program and about the East End Brownfield Opportunity Area in particular. A poster-sized map of the area was available to aid this discussion. Following the presentation, attendees were invited to participate in activities designed to draw participants out on their visions for a revitalized East End.

In a collaging activity, participants expressed their visions for the future of Amsterdam's East End. Themes represented in the nine collages that were completed included a dense urban place with restaurants, festival spaces and modern architecture. They envisioned a city of gardens, parks and public open and festival spaces with trails and dog parks.

Another activity invited participants to express how they think the East End sounds and how it should sound. Most of the sounds participants currently hear hold negative connotations including crime, fighting, drug dealing sirens and instability. Curiously, although a high-speed active rail line defines the edge of the BOA, few participants named the train noise (it was later





*Participants in the East End interactive Site Analysis Tour at the Fownes complex, above right, and enjoying the falls during a brief side trip to the former Mohawk Teepee Restaurant and Motel, above left. At left, a mini workshop on the Riverfront Center was held in the mall's food court area.*

suggested it did not emerge as an issue because residents simply don't really hear it anymore). Participants thought the East End should be filled with the sounds of laughter, children, families, music, traffic, and the sounds of a busy city.

Participants were also able to fill in the Small Conversations questions. The ranking question final ranking from most to least important was:

- 1. Reuse vacant and abandoned industrial buildings for new uses**
- 2. Restore and reoccupy vacant and abandoned homes**
- 3. Reuse vacant and abandoned industrial buildings to bring back manufacturing jobs**
- 4. Tourism to support economic development**

Ideas for reusing vacant factory and mill buildings included cultural destinations such as events venues, arts studios and music studios. Also suggested were mixes of uses to include residential and commercial uses and restaurant and banquet venues. Consistent with previously gathered input, workshop participants suggested that the Mohawk River in the East End should feature a brewery and dining and shopping venues with access to the river.



## Nov. 16, 2020 Public Workshop

The second public meeting was held November 16, 2020. Because of COVID-19 restrictions, the meeting was conducted on the Zoom electronic platform. As with the previous workshop, a brief PowerPoint presentation helped to inform participants about the purpose and goals of the program. Through the Zoom live meeting and chat function, the participants responded to open-ended questions. Participants said that if they were bringing someone who had never visited to the East End, they would show them the Creative Connections Clubhouse, Riverlink Park and the overlook bridge. Participants said that during the pandemic they had noted a general uptick in traffic on the trails they have been using for recreation. Trails used were the Erie Canalway/Empire State Trail and the Chuctanunda Creek Trail. The one thing they thought should be included in an East End entertainment district was a visitor's center or information kiosk.

## July 21, 2021 Public Workshop

A third public meeting to come.

## Site Analysis Tour and Activities

Site analysis tours are a 'boots-on-the-ground' approach to public and Steering Committee engagement. Together, participants discovered the challenges and constraints of sites, discussed real solutions in real time, and identified creative ways to re-envision the areas as integral parts of the community. These tours encourage participants to move toward consensus and provide participants with a shared sense of pride and ownership of the ongoing development of the final community vision and redevelopment plan. The visioning activity packet provided during the site analysis tour and an account of the discussions held during the tour are provided in the appendices.

The condition of the Riverfront Center and its presence in the center of the downtown were consistently raised as issues so, in lieu of a second tour, a workshop was held at the Riverfront Center.

## East End Site Analysis Tour

The project team, Steering Committee, municipal department heads, community members, and stakeholders participated in these East End site analysis and visioning tour of the Lower Mill Complex and Front Street on October 29, 2019. The interactive site tour included about a dozen participants to consider Front Street and the Lower Mill Complex. The East End Brownfield Opportunity Area is defined by NYS Route 5, CSX railroad and the Mohawk River. This study area is largely industrial on its eastern end and anchored by downtown on its western extent.

Participants were largely struck by the sheer scale of the Lower Mill Complex and the challenge of redeveloping a facility of this size. Reuse concerns include that antiquated building systems could hamper redevelopment. But the buildings are still attractive and hold a special place in the heritage of the city.

Scale was also noted at the Route 5 gateway to the city. The Route 5 right of way has two lanes in each direction and a large median and is much larger than is needed for the volume of traffic it handles. The group discussed that the road could be straightened and reduced to one travel lane in each direction with no median, freeing additional land for development, sidewalks and bike paths could be added and the overall scale of the area could be improved.

The DPW facility here is large and in mediocre condition. Participants thought a study of the buildings could determine if they are worth rehabilitating or not, and if not, is there another site appropriate for this use out of a main gateway area to the city? (After the tour was held it was announced that the DPW would be vacating the site and the discussion during the tour about the facility led to its designation as a Strategic Site.)

On Front Street, the group saw opportunities to develop a little-known area of the city. Although it is currently little more than a dirt road, it holds potential for streetscape development and enhancements. A vacant city-owned warehouse was identified as a potential anchor for an entertainment district enhancing Riverlink Park as a destination, the same idea could apply to the former rail depot. However, access could be a barrier to redevelopment.

## Riverfront Center Engagement

The project team held a mini-public workshop in the main area of the Riverfront Center on January 22, 2020 in lieu of an interactive site tour. There were about 15 participants in the meeting. The meeting focused on discussing the current situation with the mall, what prevents the community from realizing success at the mall and what the potential for the mall is. The participants used “Points of You” cards to spark conversation.

Keywords to the question: What is the current situation included: opportunities, judgement, should be, habits, stuck, failure, empty space, self-pity, excuses, and fear. Failure and fear figured as elements that are holding us back, lack of awareness, judgement ego, habits, should be, trust communication were also mentioned. Words and images that conjured the potential included communication everything's possible, success, timing and opportunity.

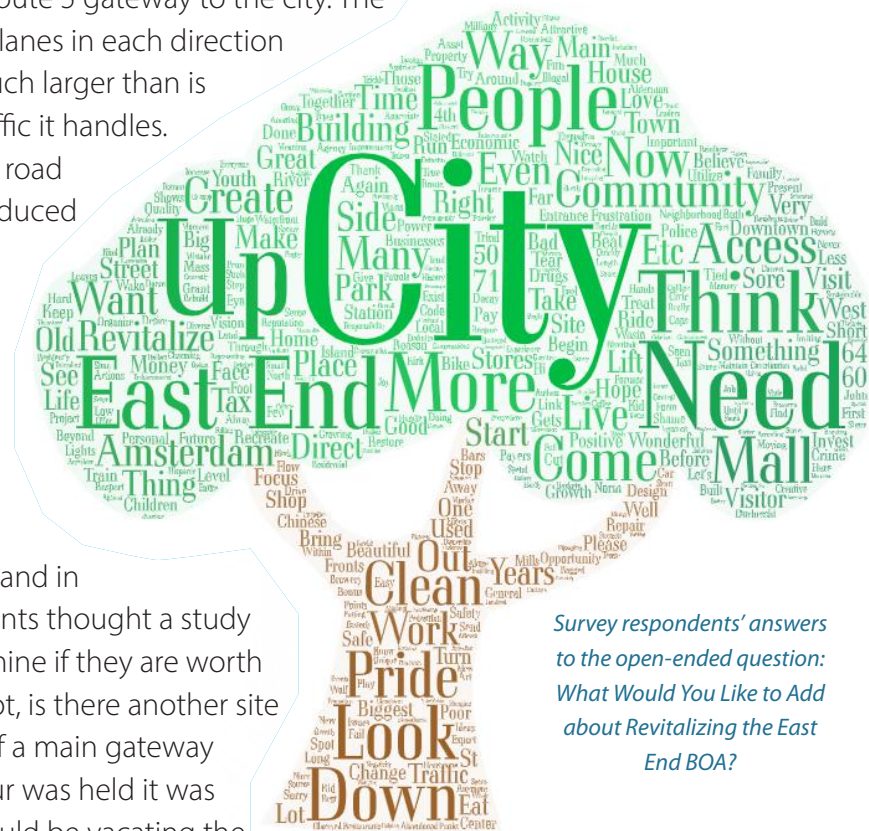


Figure 5: East End Ward Cloud

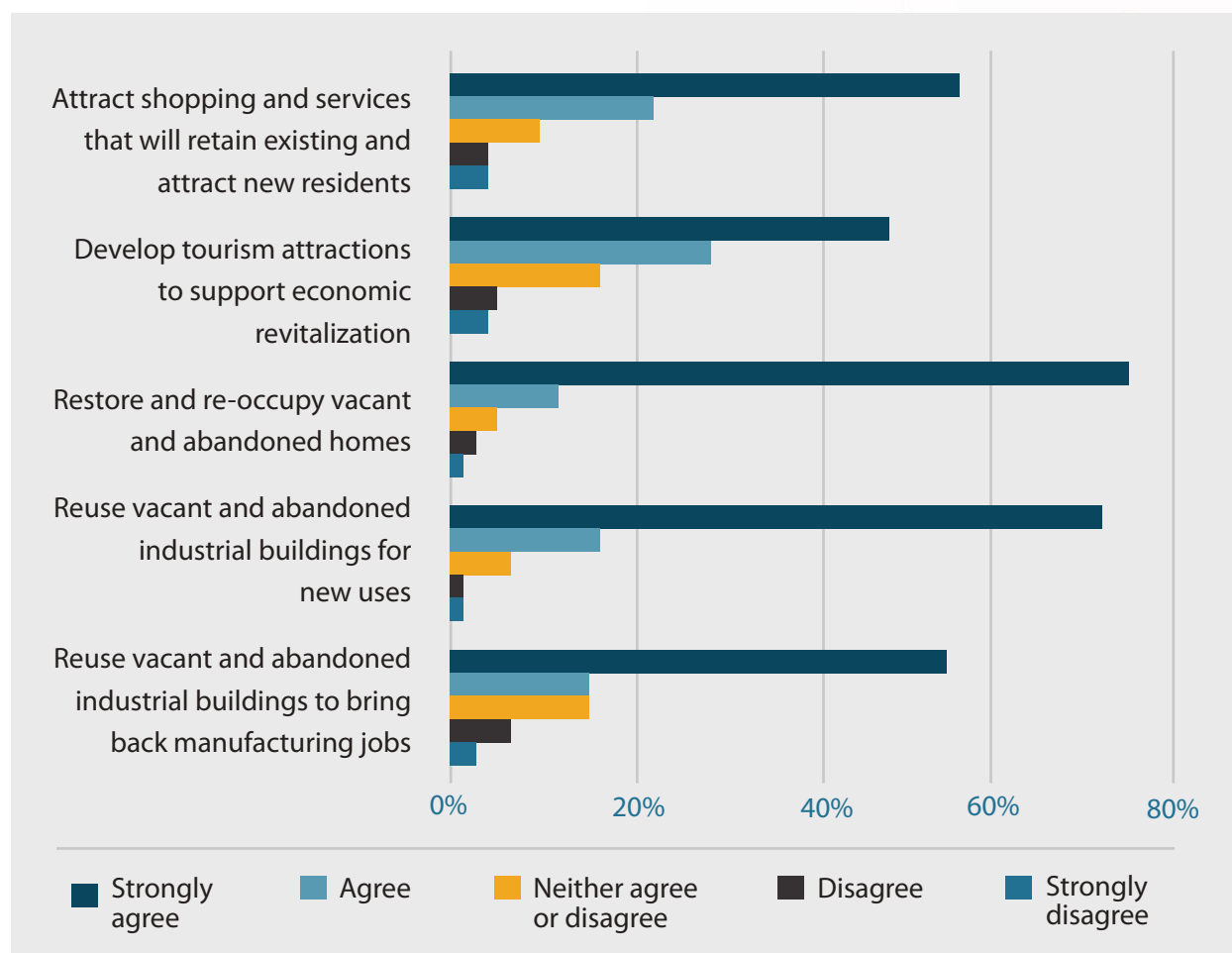


Figure 6: Priorities for Revitalizing the East End BOA

Overall the sentiments expressed by the group were that the mall's condition is regrettable but the community does not feel empowered to affect change because it is privately owned. As a result, the mall casts a pall over the city and the downtown, and has made it difficult to imagine success and vitality in downtown. The overall dissatisfaction with the aging structure and its condition have sparked numerous studies, including a study by Columbia University students.

## Community Survey

A community survey was developed to gauge community sentiments about several BOA-related issues. The community survey is part of a robust community engagement program for the Step 2 Nomination Study and is the only engagement technique that results in scientifically quantifiable results.

With the support of the Steering Committee, the survey instrument was developed for launching on the on-line Survey Monkey platform. A similar instrument was developed for the northern Neighborhoods BOA. The East End survey included 11 questions, numerous open-ended questions, and opportunities to add comments to closed-ended questions. Open-ended



questions and closed-ended questions that allow a comment are important because they help overcome any unintended bias in the survey instrument and to allow survey respondents to clarify their responses. To publicize the survey, news releases were distributed to local media and the survey was also promoted through the project's social media. A link to the survey was also widely distributed by email.

The survey opened on December 6, 2019 and stayed open until June 15, 2020. There were 81 responses received with a completion rate of 100%. This means that all the respondents answered all questions. Unfortunately, the small number of participants will not reflect statistical significance but nonetheless provides a unique understanding and community perspective.

Regarding priorities for revitalizing the East End BOA, survey respondents felt most strongly about the restoration and occupancy of vacant and abandoned homes, with approximately 76% participants strongly agreeing. This is interesting because among participants in engagement activities who answered the ranking question that had this statement, only the Creative Connection youth chose the housing statement as their highest priority. A very close second priority was the reuse of vacant and abandoned industrial buildings for new uses, with 74% of participants. Both attracting shopping and services that will retain existing and attract new residents as well as the reuse of vacant and abandoned industrial buildings to bring back manufacturing jobs had over 50% of respondents in strong agreement. As with the ranking question answered by participants in in-person engagement with the exception of those who participated at the Craft Beer Fest, across the board, respondents leaned towards agreement rather than neutrality and disagreement over priorities for revitalizing the BOAs.

The participants were invited to name three aspects of the City of Amsterdam East End BOA they liked. Of those who took the survey, 67 participants wrote in answers to this question expressing the access to the river, people and homes/buildings as the best parts of the BOA. Other features that survey respondents like most about the East End BOA are the history of the area, and its architecture and the people who live there. The river also features prominently in the responses. Other aspects mentioned were ease of access to the city via the Thruway and Route 5, Creative Connections Clubhouse and Mohawk Valley Gateway Overlook Bridge.

The survey also invited respondents to name three things they would like to see changed about the East End BOA. There were 74 responses to this question. The recurring themes included the need to remove or revitalize vacant commercial and residential structures. The mall featured prominently as the thing respondents would most like to change as did vacant and abandoned residential and commercial buildings. Respondents also complained about the lack of visual appeal of the area and the poor condition of sidewalk and road infrastructure.

In a series of questions about volume, safety and noise of traffic, respondents generally said they are less concerned about the volume and noise of traffic, including vehicles and truck as well as trains. Pedestrian and bicycle safety, however, were identified as issues with respondents. Unlike the participants in the public workshop, survey respondents said rail noise is somewhat more of an issue.

Among respondents, 61% strongly agree and agree that pedestrian safety is an issue while 71% strongly agree and agree that bicycle safety is an issue. Vehicle safety is an issue, with 52% saying they strongly agree and agree, but noise (29%) and vehicle volume (29%). Fewer than half of respondents strongly agree and agree that truck safety is an issue (46%). Truck traffic noise (41%) and volume (33%) are less of a concern. Rail traffic not a safety issue (28%), nor is volume (16%) but noise is more of an issue (48%).

An open-ended question invited respondents to name locations of traffic problems and conflicts. Responses are dominated with responses about danger, congestion and lack of law enforcement. Ignored speed limits, poor sight distance and narrow roads all contribute to the dissatisfaction of the survey participants. Pedestrian safety is also a major concern, due to lack of crosswalks, poor sidewalk infrastructure and lack of lighting. Bike lanes were also suggested for the area to facilitate this alternative mode of transportation. Additionally, a handful of participants mentioned the placement of the mall prohibiting access to the downtown area.

Specific trouble spots include East Main, East Main and Vrooman, side streets, access across the tracks to Riverlink Park, crosswalks and sidewalks.

Riverlink is the East End's most popular park or cultural facility with more than 50% of respondents using it at least a couple of times a year and 26% using it more than once a month. Among the other attractions, East Main Street Skate Park, Davey Island, Chuctanunda Creek Trail and Kirk Douglas Childhood Home, more respondents were unfamiliar with them or never visited them. The Chuctanunda Creek Trail is unfamiliar to or never visited by 35% of respondents; another 22% of respondents visit it once a year or less. Davey Island and the Kirk Douglas Childhood Home were unfamiliar to or never visited by a majority of respondents, 85% and 72%, respectively.

Along with a lack of engagement with local parks and cultural facilities, survey respondents are not currently engaged in recreational and leisure time activities in the East End. But they overwhelmingly expressed they would like to participate in activities. The most popular recreational activity respondents currently participate in is activities such as running and walking (31%). Although the other 69% of respondents say they think they would these activities, it is the least favorite possible activity from among all the others which included swimming in the Mohawk River (96% would enjoy), access to the river for paddling (85%) and fishing (89%), observing and participating in adult team sports (98%), fitness instruction (90%), observing and participating in youth team sports (92%), winter activities (95%).

Economic limitations may drive the lack of participation as much as anything else. Running and walking are the only named activities that do not require a fee (team sports, instruction) to join or specialized equipment (fishing, paddling, winter activities). Swimming requires skills that can be acquired without cost, usually through school or after-school programming. But actual and perceived contamination of the Mohawk River – although the least contaminated stretch is between Amsterdam and Schenectady – led the common council to ban swimming in 2001. The question was meant to gauge interest in reversing that decision if/when it is safe.

As with recreational activities, there is low participation in leisure activities reported by survey respondents. And although they say they do not currently participate in activities, they overwhelmingly say they would like to. The most interest is in creating art (94%), a farmer's market (92%), and picnicking and sitting quietly and enjoying the outdoors were tied (89%). Currently, the most participated-in activities are entertainment (32%) and cultural and heritage festivals (27%).

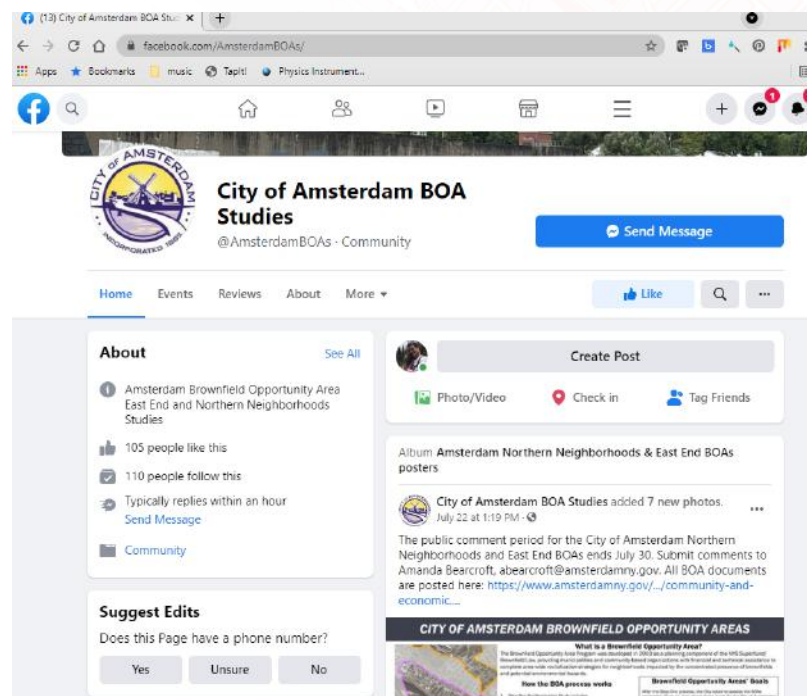
Additional ideas for activities included dining, Water Park, green spaces for play and quiet enjoyment, hiking trails and additional amenities such as washrooms.

The final question was an open-ended question inviting respondents to add anything they would like about revitalizing the East End BOA. The range of answers participants suggested were mostly broad changes and positive affirmations for the potential opportunity the area presents. Many responses affirm the revitalization of this area will catalyze other projects and be a major asset for the city. The East End was referred to as the "heart of the city" and some respondents said that revitalization could bring pride and joy to the city. Others reiterate previous changes they want to see, such as the demolition of the mall and cleaning up the area. A handful of respondents highlighted working with local and marginalized groups in the area for truly successful economic revitalization.

Overall, the survey served to generally reinforce the input received through all the engagement for the East End BOA. The detailed charts, tables and discussion about the survey can be found in the appendices.

## Social Media

At the project outset a social media presence was established on Facebook. It was determined that one project Facebook presence was sufficient. The project sponsors and team were concerned that managing two Facebook pages would become as confusing for the team as it could become for the public. The strategy worked very well overall. The Facebook page was able to connect with several community groups on the platform and distribute publicity through that channel.





## Summary

The engagement process overall served to provide the public with opportunities to express their vision of the future of the East End BOA. While they expressed hopefulness and excitement about the future, they also expressed deep frustration with the status quo.

The participants would like to see a downtown Amsterdam that is connected from east to west and north to south, through the mall and from the river to the north. They see the Mohawk River as a wonderful resource, although they have limited access to it because of the railroad tracks and a lack of accessible parking connected to the waterfront. In the workshop they conjured images of a cosmopolitan city, busy with commerce and recreation with ample green spaces and parks integrated into the landscape.

Throughout the engagement participants repeatedly expressed that they want shopping, particularly a grocery store, and dining options and craft brewery and brewpubs in the East End BOA. Entertainment and leisure options they would enjoy include coffee shops in which to linger, festivals and celebrations. They want to see maker spaces and artists' lofts, arcades, music studios and mixes of uses in the former mill and manufacturing buildings.

But the participants in the process expressed deep frustration and disappointment at the way things have turned out in Amsterdam. Although this disappointment is palpable, they generally do not express bitterness or place blame on any one person, group of people or institution. During the Riverfront Center engagement, the input on "how did we get here" focused mainly on expressions of universal experience of fear, excuses and self-pity and habits, not on blame. Future-looking words expressions included words like communication, goals, participation, trust and belief – along with the more negative aspects of ego, judgement, lack of awareness and fear.

# ANALYSIS OF THE BOA

## Community and Regional Setting

The City of Amsterdam is located in the northeastern portion of Montgomery County, in New York State's historic Mohawk Valley (Map 2-City of Amsterdam Regional Setting). The Mohawk River divides the City into northern and southern sections. The Town of Amsterdam borders the north side of the City, and the Town of Florida borders the south side. The City of Amsterdam is Montgomery County's only city, comprising approximately 6.28 square miles or 4,020 acres of land. The County itself comprises 409 square miles or 262,009 acres. Montgomery County is located just south of the Adirondack Mountains and Park and north of Schoharie County.

Amsterdam is located 35 miles northwest of the New York State capital, Albany, and just under 20 miles northwest of Schenectady, New York. The City is conveniently located at New York State Thruway Exit 27. Amsterdam's main thoroughfare, NYS Route 5, allows direct traffic from both major cities to the south and cities from the west including Syracuse and Utica. Amsterdam is just over three hours north of New York City and sits directly below the Adirondack Park.

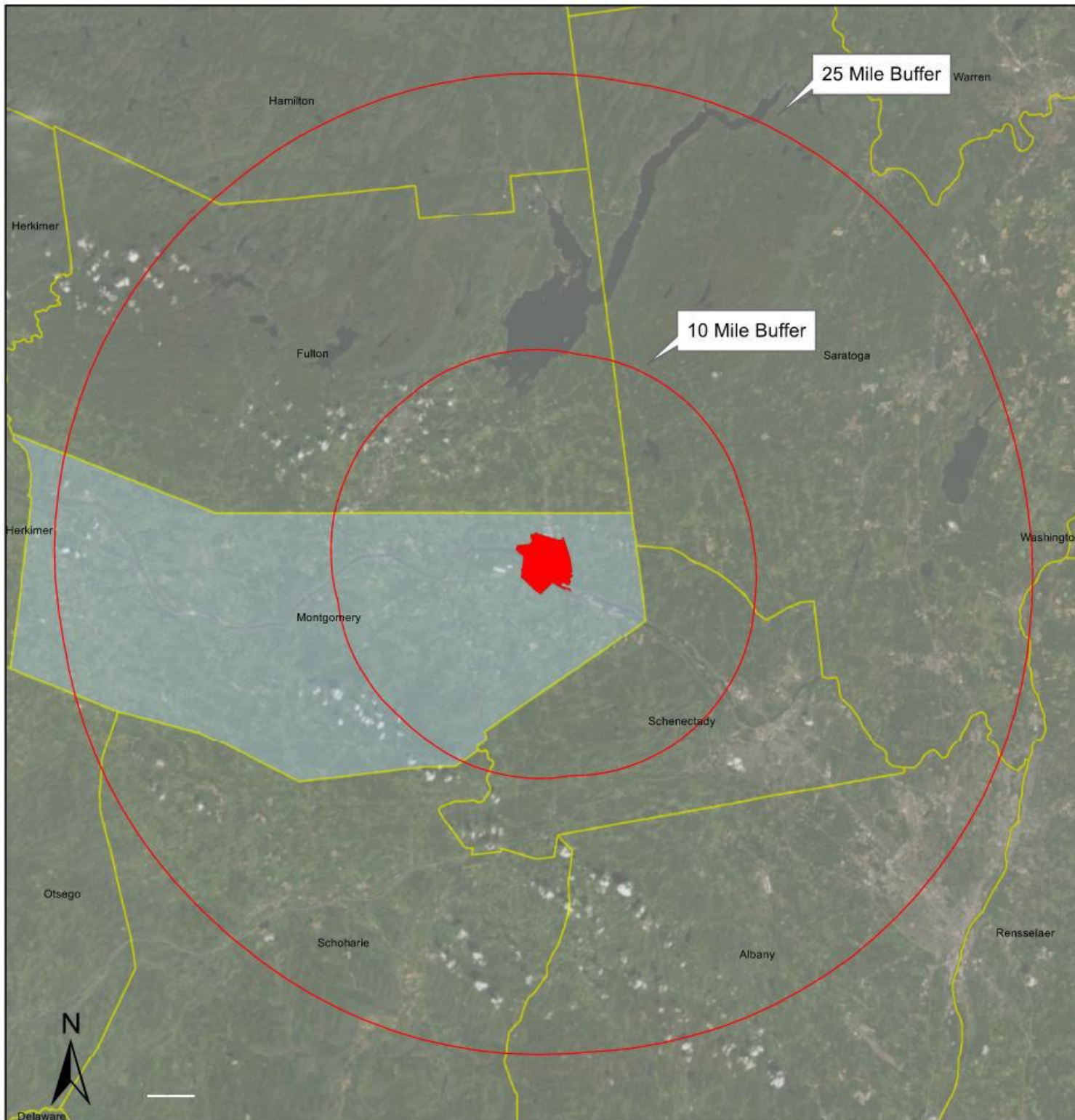


Amsterdam's setting in eastern New York makes it a stand-out location for new development. Acting as a gateway into the Adirondacks, being located along the Mohawk River and within close proximity to the State Capital are a number of regional setting benefits that many other cities do not have.

## Historical Analysis

When the Mohawk Turnpike and later the Erie Canal opened the frontier west from Albany, Amsterdam became a true boomtown. The hamlet that incorporated into a village in 1832 was a city by 1885. The plentiful mills and factories along the Chuctanunda Creek and Mohawk River processed farm goods from the rich land in the region and the river also powered the

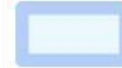




## Legend



City of Amsterdam



Montgomery County

City of Amsterdam  
New York



Brownfield Opportunity  
Area Study Areas

## Map 2: City of Amsterdam Regional Setting





factories that manufactured inexpensive consumer goods that were shipped around the world. Large numbers of immigrant workers came for the stable jobs in the new factories, the safe and affordable housing for their families, and public education for their children. Among brands founded in Amsterdam, Mohawk and Sanford-Bigelow carpets became known throughout the world.

Even in the face of the Great Depression's worldwide economic catastrophe, Amsterdam proved resilient – the economy slowed but did not stall. World War II accelerated the economy and the factories increased production once again. But this period of prosperity was to be relatively short-lived. Factories in Amsterdam – like those throughout the northeast and Great Lakes – were unable to compete with the lower taxes and wages of the increasingly industrializing south. As the factories shut down their production lines and closed, the population and economy of the city declined. Urban renewal arrived and with it the arterial construction that not only failed to spark the floundering economy, it destroyed the fabric of Amsterdam's historic downtown. The original fabric and charm of the once bustling area was changed forever.

But Amsterdam is determined to be resilient once again. It has resolved to rebuild and reinvent itself creatively to exploit its resources: fresh water, delightful and beautiful surroundings, abundant housing and commercial space, and infrastructure. In addition to an educated local work force, a new wave of citizens arriving from Puerto Rico form a ready workforce to carry the City forward through the dawn of the 21<sup>st</sup> century and into the future.

Many New York communities were founded on the Mohawk River and reached a new level of economic vitality with the opening of the Erie Canal. Amsterdam is something of an anomaly in this regard as it was the mills on the Chuctanunda Creek that powered the local economy. When the Erie Canal opened and later, the railroad came through, the focus of the nascent city turned to its riverfront. As a result, the downtown developed at the confluence of the creek and the river. The uses of the eastern riverfront have been industrial, transportation and warehousing.

Many buildings in the portion of the Amsterdam East End study area that could be considered downtown fell to the wrecking ball during arterialization and urban renewal. The demolition of the historic downtown district and development of the high-capacity traffic thoroughfares in the 1960s and 1970s were hopeful harbingers of progress for the City which had fallen on hard times as the mills shut down and moved operations. The 225,000-square foot Riverfront Center was constructed as a modern and efficient enclosed shopping mall. Today professional offices and social services dominate the tenant mix.

While Amsterdam is rich in historic buildings, there are no National Register-listed buildings in the East End BOA, though several properties are eligible for listing, according to the New York State Cultural Resource Information System. These are:

- 147 E. Main St. – A vacant three-story brick building east of Centro Civico
- 213 E. Main St. – The Antonucci Building address is 211-215 E. Main Street which features

four small storefronts with residential on two floors above.

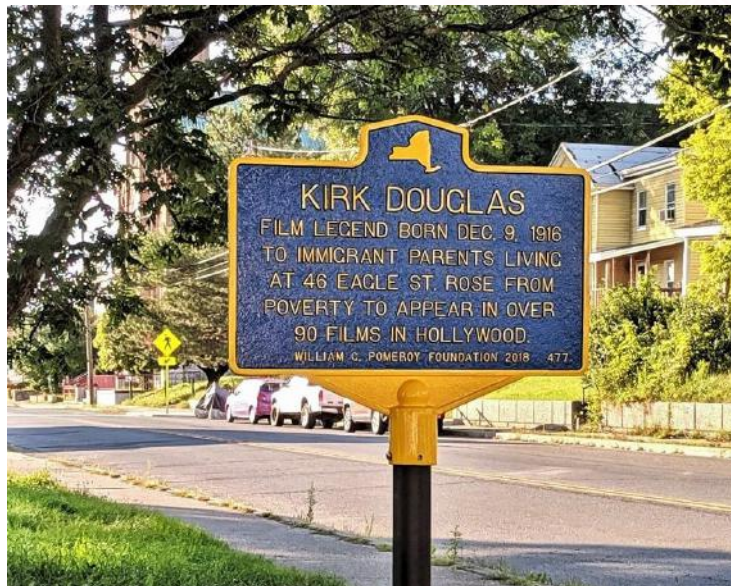
- 6-8 Voorhees St. – Three-story eight-unit brick apartment building built in 1912. Currently owned by Centro Civico and was converted into special needs housing.
- 285 E. Main St. – Appears to have been demolished.

Portions of the East End study area are also within the National Register-listed New York State Barge Canal Historic District. Davey's Island is inside the district boundary but is not listed as a contributing resource. Amsterdam terminal, which consisted of two timber-framed freight houses and an electric derrick, is listed as contributing to the district. The terminal was built in 1914. It was prone to flooding and in 1954 the operation was moved to higher ground in Fonda. The buildings were razed and in the 1980s the site became part of Riverlink Park. The terminal crane, which also went to Fonda, reportedly remains in use.

Although these buildings are identified as eligible for listing on the National Register of Historic places, other pockets of original vernacular architecture exist in the East End BOA, including a block of commercial buildings directly to the west of Centro Civico, Centro Civico, the St. Mary's Church complex, and others.

There are several other local historically and culturally significant landmarks, buildings and sites in the East End. These include:

- Kirk Douglas' Boyhood Home – Located at 46 Eagle St., actor Kirk Douglas was born here to immigrant parents of modest means and rose to stardom in Hollywood, acting in more than 90 films. A marker was placed in front of the modest wood-framed home in 2018.
- Lower Mill Complex – the former Fownes Brothers & Co. Glove Mill consists of several connected six-story buildings and one two-story building. There are several businesses currently operating in the complex, but it is generally underutilized.
- Tepee Restaurant and Mohawk View Motel – Developed in a former rock quarry, the motel and restaurant were founded in 1954. The signature A-frame restaurant building designed by local architect William Cooper opened in 1962 and expanded in 1963. With seating for up to 700 and a view of a waterfall. The restaurant was a popular venue for weddings, high





school dances, political events and fraternal organization meetings. The Tepee closed in 1993. It reopened as the Cliffside in 2003 and closed again in 2006.

- Davey Island – Currently vacant and owned by New York State, Davey Island in the Mohawk River was once used to farm broomcorn, which fueled Amsterdam's broom industry.
- Riverlink Park (partial) – The portion of the park in the BOA includes a large party tent where community festivals and celebrations are held. Transient docks with hooks ups are available for boaters.
- East Main Street Skate Park and Playground – The Park is located at 143 E. Main St. and has been in operation since 2017. The Downtown Revitalization Initiative set aside \$93,000 to relocate and improve the park at a parcel adjacent to its current home.
- Chuctanunda Creek Trail – A small portion of this four-mile recreational trail goes through the East End BOA. The trail follows the Chuctanunda Creek from the Mohawk Valley Gateway Overlook (MVGO) Pedestrian Bridge northward. It features interpretive signage and stunning natural views in the heart of the City.
- Centro Civico – Centro Civico is located at 143-145 E. Main St. and has numerous services for the Latino community in Albany, Schenectady, Fulton, Montgomery, and surrounding counties. Its Amsterdam center features a day care center, and offers educational, health care, immigration counseling, social and language services; also, community and small business development and consumer advocacy programming.
- Creative Connections Clubhouse – The clubhouse is located at 303 E. Main St. and offers a supportive atmosphere for youths with educational, recreational, substance-abuse prevention and employment support programs.
- Esperanze Verde Park – Esperanze Verde Park was established by the City of Amsterdam and Centro Civico as a pocket park to use as a community garden in conjunction with a grant obtained by the Montgomery County Soil and Water Conservation District. There will also be picnic tables, a water tank and bushes to screen the entrance of the park





The City of Amsterdam has a rich history with the capacity to continue place making within the community that remains focused on its exciting past. This also gives the City the opportunity to continue to utilize landmarks, natural resources and historic tax credits to provide incentives for reuse of properties.

## Demographic and Socioeconomic Characteristics

Demographic and socioeconomic data for a Study Area and the community in which the Study Area lies provides important information regarding the characteristics of community members. Quantitative data relating to population size, number and type of households, employment numbers and educational attainment all assist in analyzing the area and help shape the implementation of policies and strategies to aid community members who currently live, work and play within the East End BOA. It also allows for comparative analysis with other regions including Montgomery County, the six-county Mohawk Valley Region and New York State.

### Population

The East End Study Area, City of Amsterdam, Montgomery County and the Mohawk Valley Region all follow the trend of minimal population growth from 2000 to 2019. Each jurisdiction saw a slight rise in population around 2010 but then a decrease heading into the end of the decade therefore remaining stagnant. All populations currently are higher than when they were in 2000 with the exception of the City of Amsterdam.

Population Totals, 2000-2019			
	2000	2010	2019
East End Neighborhood	1,162	1,228	1,173
City of Amsterdam	18,335	18,620	18,284
Montgomery County	49,708	50,219	49,801
Mohawk Valley Region	441,338	442,732	442,290

Figure 7: Population Totals (Source: United States Census Bureau, American Community Survey, 2019)

### Households

Number of households throughout the different areas varied. The East End Neighborhood saw a relatively large spike in number of households from 2000 to 2010 but then a dip to heading into 2019 with only seven more households than what was counted in 2000.

Both the City of Amsterdam and Montgomery County have seen a decrease in households from 2000 to 2019. The City experienced almost a 5% drop, while the drop in the County was not as severe with less than a 1% decrease.

Total Number of Households, 2000-2019			
	2000	2010	2019
East End Neighborhood	415	445	422
City of Amsterdam	7,983	7,861	7,595
Montgomery County	20,038	20,272	19,971
Mohawk Valley Region	172,505	177,606	176,453
New York State	7,056,860	7,317,755	7,541,262

Figure 8: Household Totals (Source: United States Census Bureau, American Community Survey, 2019)

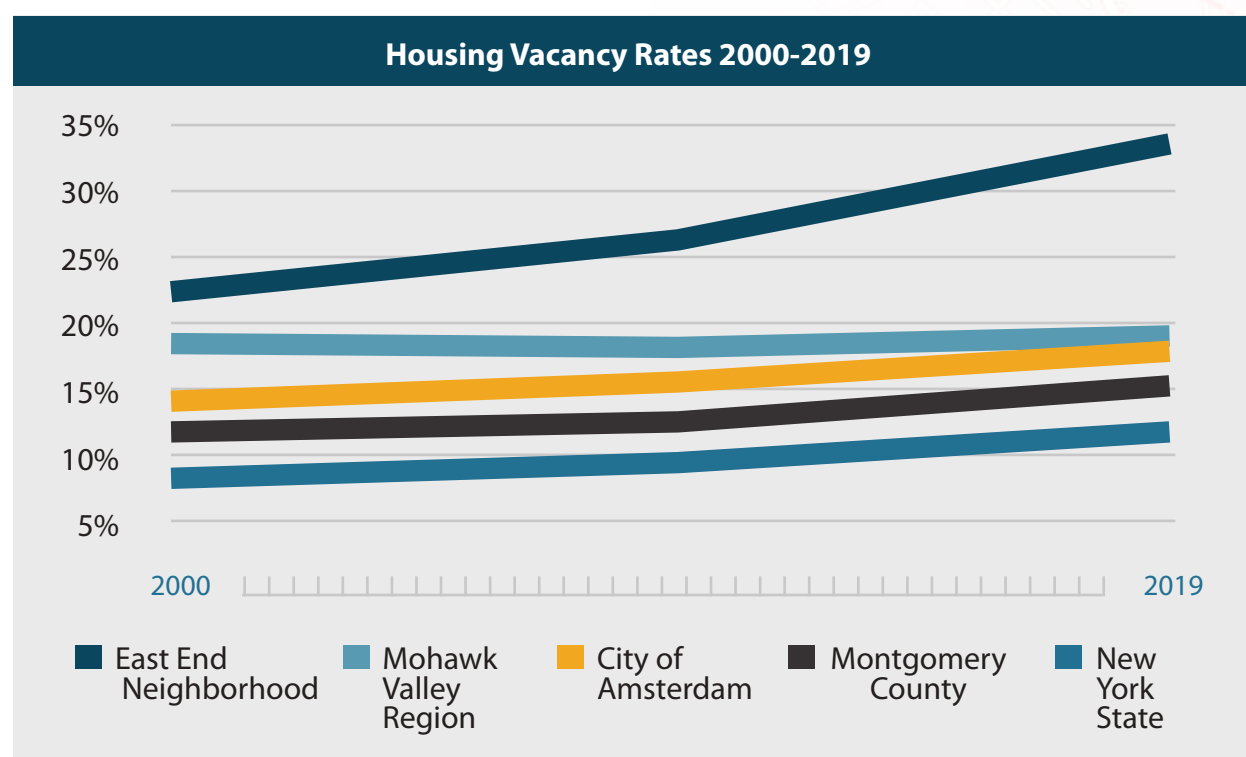


Figure 9: Household Vacancy Rates (Source: United States Census Bureau American Community Survey, 2019)

The Mohawk Valley Region and New York State saw growth between 2000 and 2019. The Mohawk Valley overall gained 6,000 households and New York State saw a 7% increase in households.

The Mohawk Valley and New York State experiencing a rise in households but the City of Amsterdam, with Montgomery County and the East End Neighborhood seeing a decrease demonstrates that there is not enough desired housing currently available within the City and Study Area. This is likely leading people and families within the region to look elsewhere for housing options. This situation also may be due to housing tenure within the area.

Households fall into three categories: owner-occupied, renter-occupied and vacant. Typically, urban areas see more of a mix of owner- and renter-occupied housing with the overall goal of low vacancy. The East End Neighborhood saw a 10% decrease in owner-occupied housing from 2000 to 2019. The City of Amsterdam also saw a decrease in owner-occupied housing, with a slightly smaller drop (-6%). The decrease in owner-occupied housing correlates with the City of Amsterdam and East End BOA having small increases in renter-occupied housing. The East End BOA has had an over 3% increase and the City of Amsterdam with an almost 2% increase.

Vacant housing in the East End BOA has increased by 11% from 2000 to 2019. Vacancy within the City of Amsterdam increased close to 5%. The figure below shows how the East End BOA vacancy rate is far more accelerated than in the City of Amsterdam, Montgomery County and the Mohawk Valley Region.

## Race and Ethnicity

Race and ethnicity within the East End BOA varies significantly from surrounding areas such as Montgomery County and the Mohawk Valley Region. The East End BOA has a higher Hispanic population which falls under “Other Race”. The East End BOA also has a higher black population and significantly lower white population compared to the City of Amsterdam and Montgomery County.

Due to Amsterdam being one of the major urban areas within Eastern NY, there tends to be a higher amount of diversity. The two charts below depict percentages of Race / Ethnicity within the East End BOA and the City of Amsterdam.

### 2019 Race and Ethnicity Percentages in the City of Amsterdam, NY

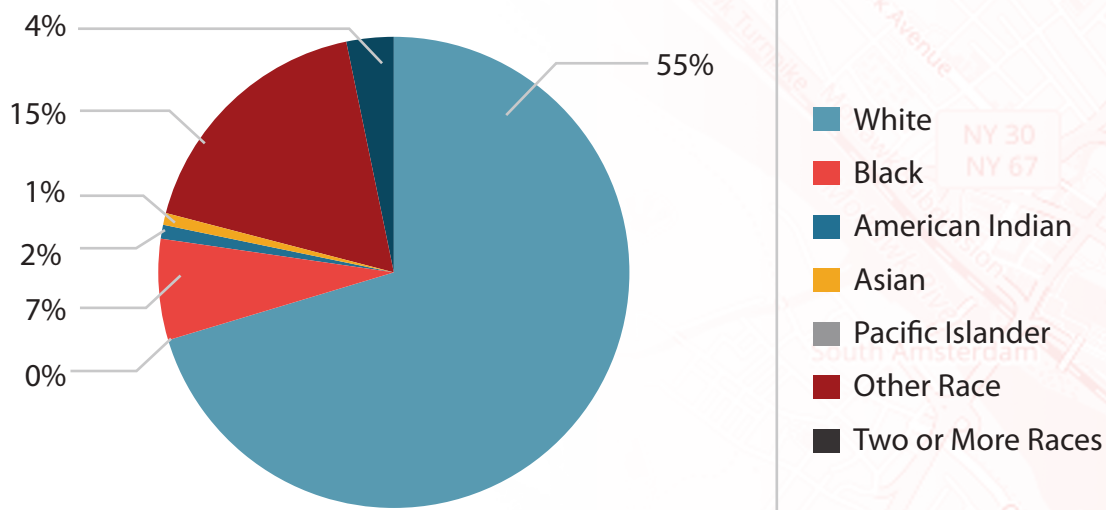


Figure 10: Race and Ethnicity of Amsterdam (Source: United States Census Bureau American Community Survey, 2019)



### 2019 Race and Ethnicity Percentages in the East End Neighborhood

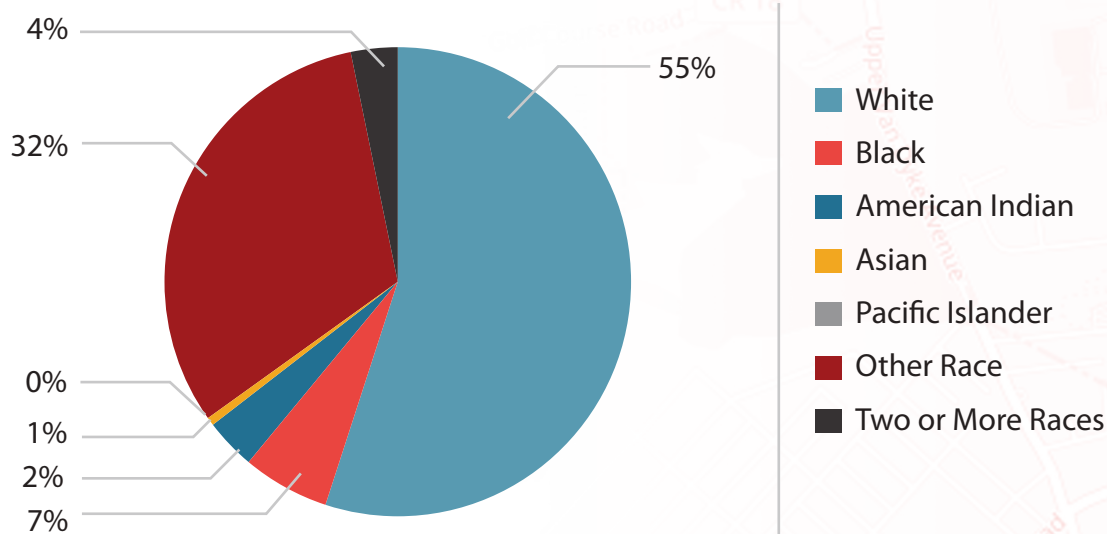


Figure 11: Race and Ethnicity of East End (Source: United States Census Bureau American Community Survey, 2019)

## Educational Attainment

Education Attainment levels within a certain population is an indicator in types of current and future workforce, household incomes, and poverty levels. Typically, the higher level of

### Educational Attainment Level, 2019

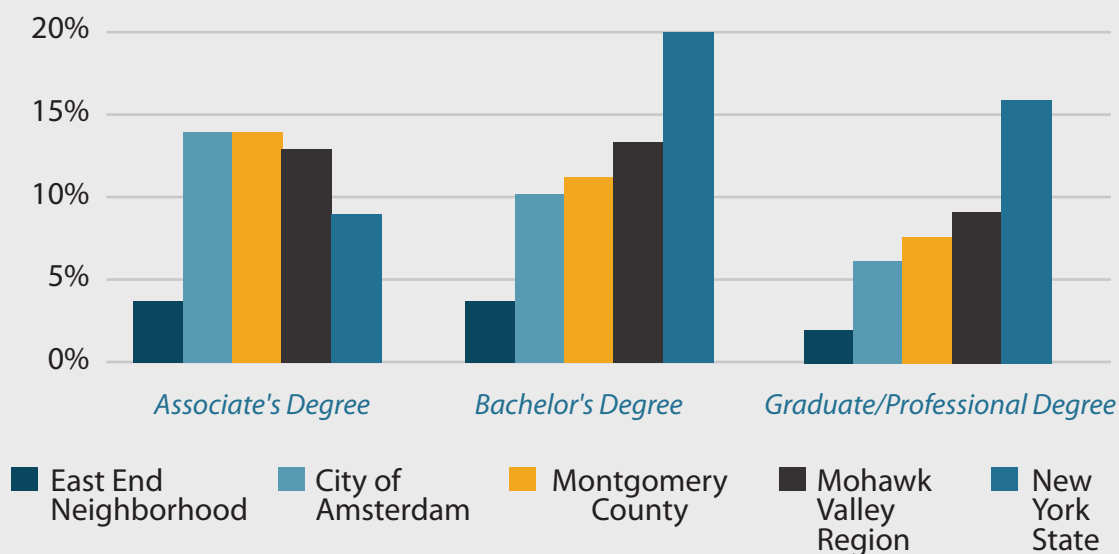


Figure 12: Educational Attainment Levels 1 (Source: United States Census Bureau American Community Survey, 2019)

education attainment results in lower rates of unemployment and greater job stability within an area. Education levels also deem what types of industries are appropriate for the area. When determining new industries to implement within an urban area it is necessary to take into consideration the existing population as well as others populations the economy would like to attract.

The educational attainment level with the highest percentage for the East End Study Area is High School Graduate (33%). 17% of the East End Neighborhood has some college experience but no degree. Four percent of the population has obtained an Associate's (2-year) Degree and four percent have received a Bachelors (4-year) degree.

When comparing to the City of Amsterdam and Montgomery County, the percentage of individuals with an Associate's Degree is more than tripled (14% for both areas). 10% of individuals in the City of Amsterdam have a Bachelor's Degree. This is more than double the East End BOA total but this is still only half of the New York State percentage (20%). The table below allows for a more comprehensive view of Education Attainment for the BOA Study Area, City of Amsterdam, Montgomery County, Mohawk Valley Region and New York State. The Figure below shows a visual representation of the East End Neighborhoods Education Attainment levels compared to surrounding areas.

2019 Educational Attainment Levels							
	Less than 9th grade	High School, no diploma	High School Graduate	GED / other alternative	Some College, No Degree	Associate's Degree	Bachelor's Degree
East End Neighborhood	<b>11%</b>	<b>18%</b>	<b>33%</b>	<b>10%</b>	<b>17%</b>	<b>4%</b>	<b>4%</b>
City of Amsterdam	6%	11%	28%	5%	21%	14%	10%
Montgomery County	5%	10%	30%	5%	19%	14%	11%
Mohawk Valley Region	4%	8%	29%	6%	18%	13%	13%
New York State	6%	7%	22%	4%	15%	9%	20%

Figure 13: Educational Attainment Levels 2 (Source: United States Census Bureau American Community Survey, 2019)

## Employment

Unemployment levels within the East End BOA (8%) are double the City of Amsterdam (4%) which is on par with the New York State average of 4%. Montgomery County and the Mohawk Valley Region have slightly lower unemployment percentages (3%).

2019 Unemployment Percentages		
	Employed	Unemployed
East End Neighborhood	92%	8%
City of Amsterdam	96%	4%
Montgomery County	97%	3%
Mohawk Valley Region	97%	3%
New York State	96%	4%

Figure 14: Unemployment Percentages (Source: United States Census Bureau, American Community Survey, 2019)

## Demographic Summary

The East End Study Area, City of Amsterdam, Montgomery County and the Mohawk Valley Region all follow the trend of minimal population growth from 2000 to 2019. Each jurisdiction saw a slight rise in population around 2010 but then a decrease heading into the end of the decade, therefore remaining stagnant.

Vacant housing in the East End BOA has increased by 11% from 2000 to 2019. Vacancy within the City of Amsterdam increased close to 5%. The East End BOA vacancy rate is far more accelerated than the City of Amsterdam, Montgomery County and the Mohawk Valley Region.

The educational attainment level with the highest percentage for the East End Study Area is High School Graduate (33%). This could be a reflection as to why the unemployment levels within the East End BOA (8%) are double the City of Amsterdam (4%). With having a High School diploma being the highest educational attainment within the East End BOA – there may be limited options for current residents to find jobs within the City that they are qualified for. Therefore, unemployment levels are double in the Study Area when compared with the City of Amsterdam, county and Mohawk Valley Region.

Unemployment may also be high within the East End due to lack of public and multi-modal transportation options within the City. The city currently does not have an existing public transportation service, there are no bike lanes and there are in some portions there are no sidewalks for pedestrians. This may hinder resident's ability to make it to a place of employment if it is not within walking distance or safe to walk to.

The East End community also has a much higher percentage of minority population with only 55% of community members being White as compared to the City of Amsterdam where 73% of the population is white. Due to this, there may be language and cultural barriers regarding available employment.



## Land Use

Land Use within a Study Area paints a picture of what is happening within the boundaries. A mix of land uses shows that the area is walkable, provides amenities and maintains a balance for the community to carry out day-to-day activities. It is also important to know where certain land-uses stemmed from and how a community developed historically. Knowing historic land use and development within an area assists with identifying land use patterns.

The East End BOA's land use started with development along the Mohawk River. Mills, daylight factories and transportation (Map 3-East End BOA Land Use) infrastructure, like the rail line, dominated the area. Neighborhoods with single and multi-family homes began to form within close proximity to the River and along Amsterdam's main corridor (Route 5) so employees were within walking distance to their jobs.

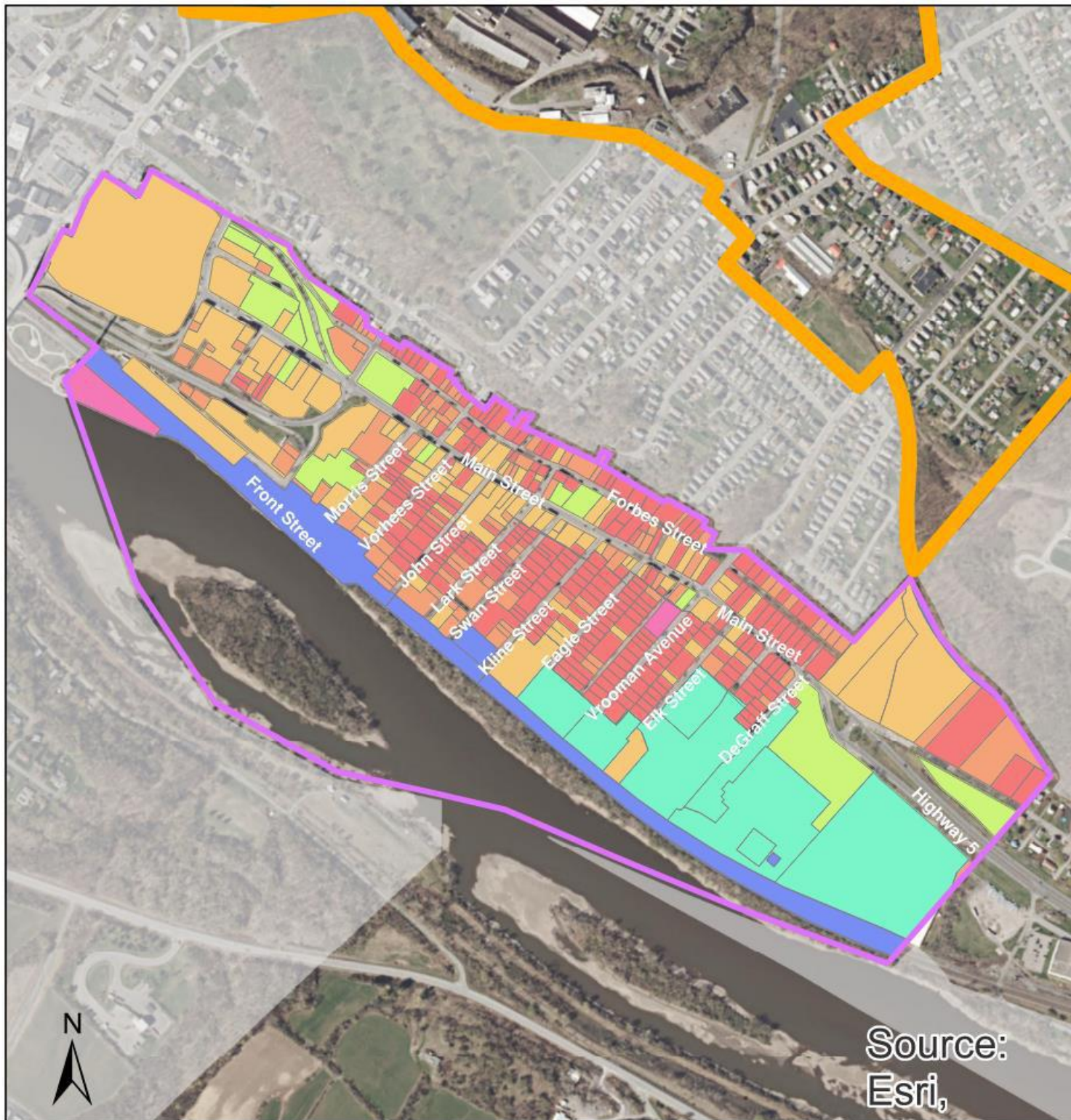
Now, over 50% of the East End Study Area parcels are deemed Residential land use (Map 3). These residential properties primarily fall between Front to the south and Main Street and can also be found along Forbes Street, near the northern border of the BOA. Many of these homes fall into an older housing stock category, directly abutting industrial and commercial uses. This can be attributed to community members needing to live close to industrial areas when large factories were still active in the City dating back to the early and mid-1900s. Even though many of the large factory complexes are no longer in use, the homes have remained. Therefore, many community members' homes are concentrated within the East End.

Land Use Percentage by Parcel within the East End BOA, 2019		
Land Use	Number of Parcels	Percentage of BOA
200	270	53%
300	122	24%
400	83	16%
600	16	3%
700	9	2%
800	7	1.40%
900	2	0.40%
<b>TOTAL</b>	<b>509</b>	<b>100%</b>

Figure 15: Land Use by Percentage by Parcel (Source: Montgomery County Parcel data, 2019)

The second-most prevalent land use within the East End Study Area is vacant properties. Almost one fourth (24%) of the East End Study Area parcels are classified as vacant land. Vacant land is scattered throughout the East End but there are dense pockets focused close to both Front Street





Source:  
Esri,

## Legend

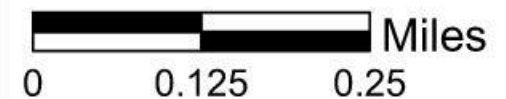
- 200 - Residential
- 300 - Vacant
- 400 - Commercial
- 600 - Community Services
- 700 - Industrial
- 800 - Public Services
- 900 - Public Parks
- East End Parcels
- East End Boundary
- Northern Neighborhood Boundary

## City of Amsterdam New York



## Brownfield Opportunity Area Study Areas

### Map 3: East End BOA Land Use





and the CSX rail line as well as Main Street, many of them adjoining lots. The presence of these vacant lots can be attributed to a number of factors including urban renewal and demolition of dilapidated and vacant commercial and residential properties.

The third most prevalent land use within the East End is commercial. Commercial parcels amount to 16% of total properties within the Study Area. This is mainly due to the East End Study Area encompassing a major portion of the City's Main Street (Route 5) and the City of Amsterdam's Eastern Gateway.

Sixteen properties are classified as Community Services such as City Hall, St. Mary's Church, and the Neena Rao Medical Center. Two properties are classified as Public Parks, including Riverlink Park and an established basketball Court behind the Creative Connections Clubhouse (a local nonprofit located on Vrooman Avenue).

There are no properties noted as Recreation and Entertainment land use within the East End Study Area. There is also a lack of public services and only a small amount of land (0.40 acres) are currently classified as Public Parks though Riverlink Park is adjacent to the Study Area boundary. There are no public parks near the eastern gateway of the Study Area.

New and future land uses should include green space or areas for congregating outdoors to increase access for community members and potential new residents.

## Zoning

Zoning is a tool to ensure new development within a specific area does not negatively influence the community in which it is proposed. Specific zoning measures are taken to ensure that quality of life of community members is not impacted by new development on vacant lots or reuse of existing buildings. Every type of zoning has ordinances and regulations as to how the development can be built to maintain or enhance the character of the community, protect view sheds and provide safety measures for those in the area.

There are four types of zoning districts within the East End BOA (Map 4 - East End BOA Zoning). The Zoning with the highest amount of acreage in the BOA is Downtown Core, which amounts to 37% of the Study Area and 66 acres. All land east of John Street, moving towards Riverfront Center is zoned as Downtown Core.

Light Industry zoning encompasses 36% of the East End BOA with slightly less acreage (63) than Downtown Core. Light Industry zoning is focused near the City's eastern Gateway and southern portion of the BOA along Front Street in close proximity to the Mohawk River.

Medium Density Neighborhood zoning and Commercial Corridor zoning make up the remainder of zoning within the Study Area and have nearly equal percentages. Medium Density Neighborhood zoning amounts to 26 acres and holds the majority of housing within the Study Area, while Commercial Corridor zoning totals 22 acres and is focused on parcels abutting Main Street as well as properties within close proximity to the eastern gateway.



It is important to note that the zoned acreage is almost 100 acres less than the total acreage of the Study Area. This is due to the East End BOA containing Davey Island and a portion of the Mohawk River which are not zoned or owned by the City of Amsterdam.

Acreage for Zoning within the East End BOA		
Zoning	Acreage	Percentage of Zoned BOA
Downtown Core	66	37%
Light Industry	63	36%
Medium Density Neighborhood	26	14.50%
Commercial Corridor	22	12.50%
<b>TOTAL</b>	<b>111</b>	<b>100%</b>

Figure 16: East End Zoning Acreage (Source: Montgomery County Real Property Data, 2019)

## Federal and State Economic Development Designations and Zones

Districts, Designations and Improvement Zones are often established within municipalities to centralize development or protect and maintain the existing fabric of an area. The zoning district regulations ensure that new buildings and structures conform to established ordinances. The City of Amsterdam has multiple zoning districts within its limits including:

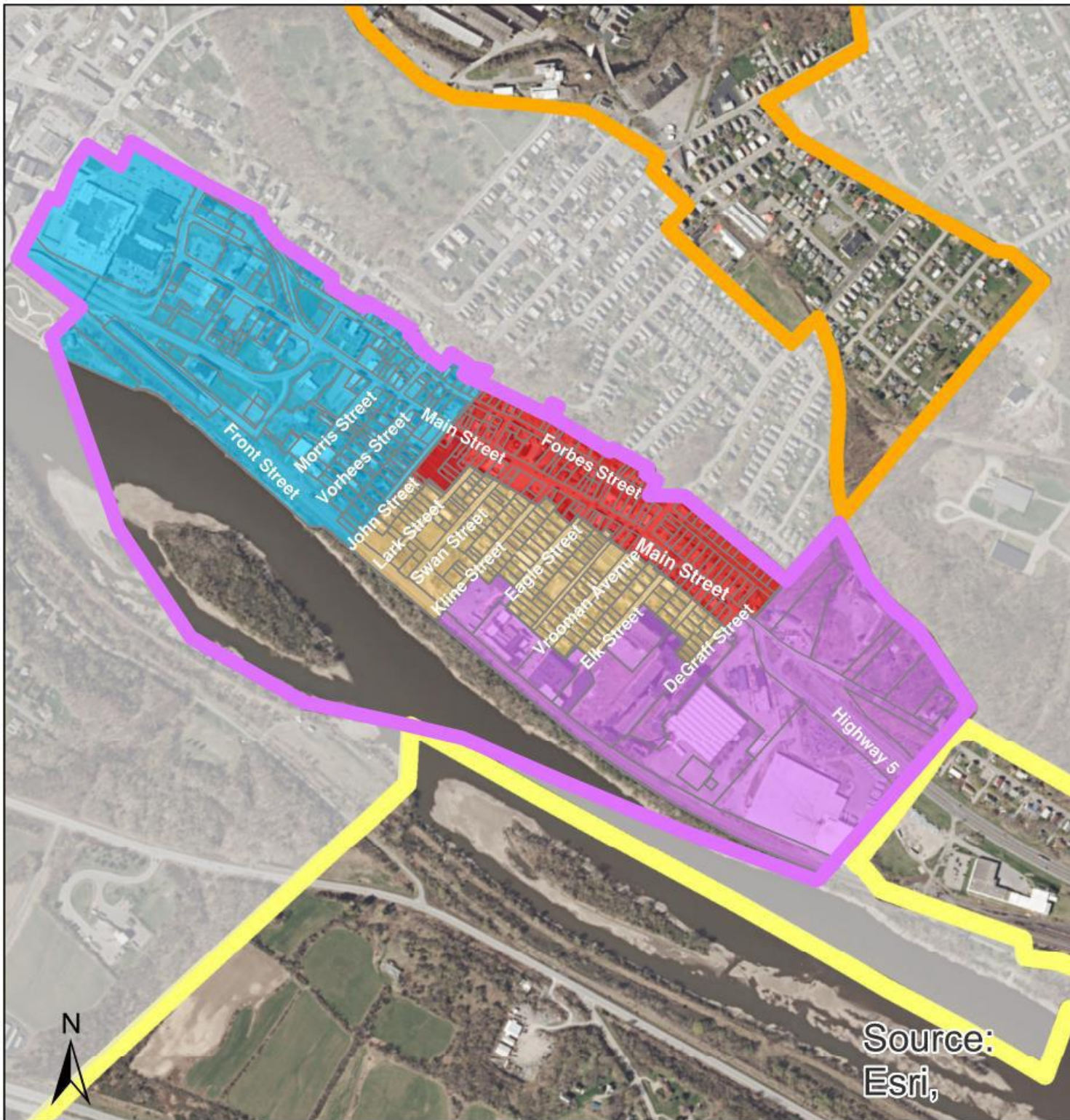
- Commercial Corridor District
- Downtown Core District
- Employment District
- Light Industrial District
- Neighborhood Districts
- Planned Unit Development District

The City also has three overlay districts:

- Greenway Corridor Zone
- Historic Resources Overlay Zone
- Gateway Overlay Zone

The entirety of the East End BOA Study Area falls within an Opportunity Zone. The New York State Opportunity Zone Program was created to increase private investment in under-served communities through incentives. Opportunity Zones are only within low-income census tracts with individual poverty rates of at least 20% and the median family income no greater than 80%





## Legend

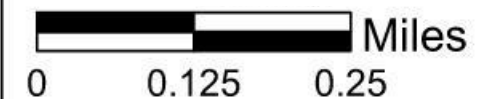
- Commercial Corridor
- Medium Density Neighborhood
- Light Industry District
- Downtown Core
- East End Boundary
- Northern Neighborhood Boundary
- City of Amsterdam Boundary

## City of Amsterdam New York



## Brownfield Opportunity Area Study Area

### Map 4: East End BOA Zoning



Source:  
Esri,



of the area median. Each state was only eligible for 25 total census tracts. The City of Amsterdam has two census tracts within the Opportunity Zone Program: 702 and 709 (East End Study Area).

The East End BOA Study Area is also entirely located within a NYS Environmental Zone (En-Zone). En-Zones were developed by the NYS Department of Labor for tax credit purposes through the BCP Program. If at least 50% of the area of a BCP site is located in a designated En-Zone, it is eligible for additional BCP tax credits.

## Land Ownership Patterns

Knowledge of land ownership patterns is crucial when planning types and potential impacts of development within a Study Area. Funding or permitting differs between individual projects that are on publicly owned property versus private development. Knowing who owns land early within a process is important to agree on visions for the area, types of possible development, funding available for development and desires of the community surrounding it.

Land Ownership by Acreage and Percentage within the East End BOA		
	Acreage	Percentage of Zoned BOA
City of Amsterdam	15	6%
New York State	5	2%
Private	220	92%
<b>TOTAL</b>	<b>240</b>	<b>100%</b>

Figure 17: Land Ownership by Acreage (Source: Montgomery County Real Property Data, 2019)

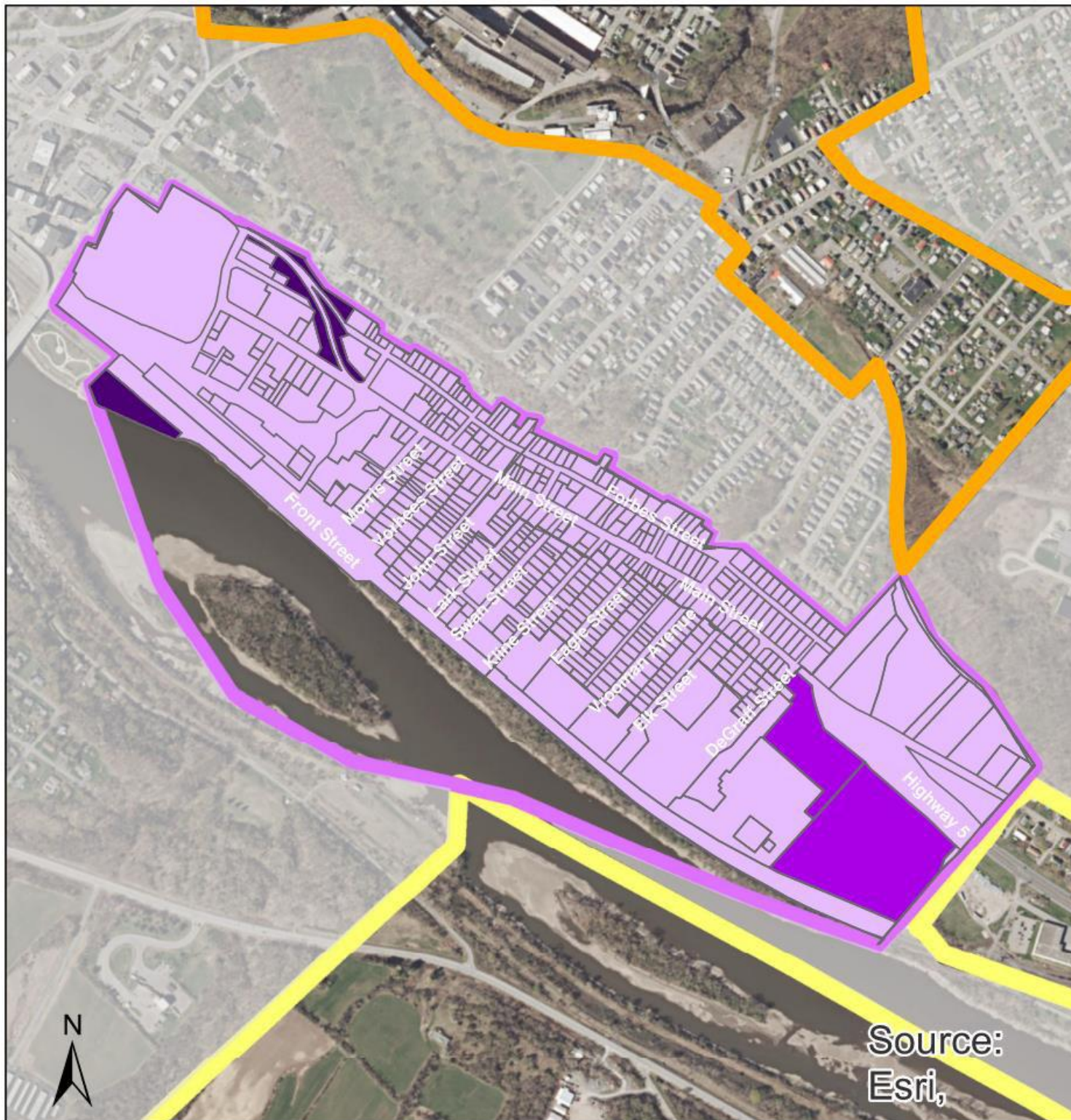
As shown on Map 5-East End Land Ownership and the table above, the City of Amsterdam owns 6% of total land within the East End Study Area, totaling to 15 acres. Of those 15 acres, the Amsterdam Industrial Agency owns 10. Key public properties within the East End include the Department of Public Works, located only steps away from the City's eastern gateway, and multiple adjoining vacant lots along Front Street as well as vacant lots along the City's Main Street corridor (Route 5).

Only 2% of land is owned by New York State which includes a portion of Riverlink Park and land surrounding Department of Transportation-owned roads. The remainder of land, 220 acres (92%), is privately owned. Key privately owned properties include the Fownes Building located on Elk Street, large mill complexes off of DeGraff Street and the Riverfront Center. This is also due to the high number of single and multi-family residential homes occupied between Forbes Street to the north and Front Street to the south. The East End is a fairly dense residential neighborhood with a large number of small lots.

## Brownfields, Vacant, and Underutilized Sites

The most prominent objective of the NYS Brownfield Opportunity Area Program is to assist communities that have been negatively impacted by the presence of brownfield, vacant, and





### Legend

-  Privately Owned
-  City of Amsterdam owned
-  NYS Owned
-  East End Boundary
-  Northern Neighborhood Boundary
-  City of Amsterdam Boundary

City of Amsterdam  
New York



## Brownfield Opportunity Area Study Areas

## Map 5: East End Land Ownership





underutilized sites. These properties once contributed to the vitality of the community but, due to the closure of businesses and consequent vacancies, instead act as a drain on the area. These sites typically have high impacts on the neighborhoods and businesses surrounding them and contribute to a decrease in property values as well as cause disinvestment within the area.

Strategic, community-driven plans are essential to assist with the reuse of potentially contaminated sites and overall community revitalization. The creation of a BOA produces a market analysis, determines immediate and necessary long-term steps to clean-up the sites, and fleshes out community support to discover what redevelopment is both financially and environmentally feasible as well as most welcomed by those who live in or are visiting the area.

The remediation and redevelopment of brownfields also provide tax incentives for private developers within New York State. The Brownfield Cleanup Program (BCP) provides financial and technical assistance to help redevelopment become feasible and push projects across the finish line. Through the BCP, properties are remediated and, as a result, return to beneficial use supporting the local tax base. Typically, these properties or clusters of properties act as a catalyst, revitalizing the area around them.

Clusters of brownfield properties are most common in areas that were once epicenters of industrial activity and trade. The City of Amsterdam's industrial history dates back to the 19<sup>th</sup> century. Mills and factories were developed along the Mohawk River and Chuctanunda Creek and as a result, the City grew around these areas. Former industries within the East End BOA include:

- Carpet Factories
- Knitting and Textile Mills
- Gasoline Stations
- Coal Sheds
- Broom and Brush Factories
- Boiler Shops
- Freight houses
- Furniture Mills

The Step 1 Pre-Nomination Study for the City of Amsterdam listed over 58 sites within the East End BOA as Brownfield, Vacant, and Underutilized. The Brownfield Inventory for the Study Area has since been updated to reflect changes in ownership, new development, and new vacancies.

The Brownfield Opportunity Area not only analyzes brownfield sites with potential contamination but includes vacant or underutilized sites as well. This is due to vacant and underutilized properties creating impacts similar to brownfields in such that they contribute to blight, discourage any potential development within the area and can be hazardous to one's safety. For purposes of this study, underutilized properties are those that are in use but the current use does not meet the property's development potential. Vacant sites are those that are not currently in use, and may or may not contain structures.

Since updating the inventory, 46 sites totaling over 80 acres (Map 6 – Northern Neighborhoods Brownfield Inventory) have been identified as Brownfield, Vacant, or Underutilized (BVU). The Strategic Site Inventory located in Appendix B provides information on the sites including address, county, SBL #, property class, acreage, zoning, owner, use and condition, utilities and access



points, proximity to transportation, environmental site history and previous owners, known or suspected contaminants, natural and cultural resources, and use potential.

The BVU sites are zoned within four separate Zoning Districts. Sixteen of the 46 sites (35%) are zoned Medium Density Neighborhood. This is primarily due to a majority of the East End BOA Study Area being dedicated to Residential Land Use and Residential Zoning. These sites mainly are located between Main Street to the north and Front Street to the south. Even though a majority of sites are zoned as Medium Density Neighborhood, the combined acreage of residential sites totals only 2.65 out of the 82 acres of BVU properties.

The zoning with the second highest number of BVU sites (15) is Downtown Core. Although Downtown Core applies to the second highest number of sites, this designation applies to the highest acreage, a total of 40.6 acres. These sites are focused surrounding Riverlink Park and are in close proximity to Morris and Voorhees street traveling toward Amsterdam's designated Downtown.

Five sites totaling 0.2 acres are located along the East End's Commercial Corridor (Main Street) and consist of underutilized parking lots or vacant lots for miscellaneous storage.

The remainder of brownfield sites are zoned Light Industry. Sites zoned within Light Industry make up 36.4 acres and are concentrated within the south east quadrant of the Study Area. This area still maintains most of Amsterdam's industrial activity with a majority of major mills and factories still in place.

The largest site within the East End site inventory is the Riverfront Center which includes its adjoining vacant above-ground parking garage, both of which are privately owned and operated. At one point in the City's history, Riverfront Center was a central gathering place for the community but now is seen as a source of blight and physical barrier between the East End Neighborhood and Amsterdam's Downtown Core. Riverfront Center is now host to a number of human-centered services but remains underutilized due to the amount of land it sits on and vacancies within the building. It is also in close proximity to the Mohawk River waterfront but does not serve its fullest potential or provide sufficient connectivity to the River itself.

Being aware of the implications of contamination before the carrying out of redevelopment is crucial for sustainable and safe development within an area. Potential contamination not only affects residents but can also hinder any progress a community makes in the development in terms of infrastructure, social well-being for residents or economy.

Although no environmental site investigation information exists for the area, former uses can be used to help estimate the type and magnitude of likely contaminant impacts. Generally, due to the former operations that occurred on the listed sites, many sites in the inventory could be eligible for the DEC Brownfield Cleanup Program (BCP). The brownfield inventory table identifies potential contaminants that are often associated with the past uses of those particular properties. However, site characterization would be required to confirm or deny these potential concerns.

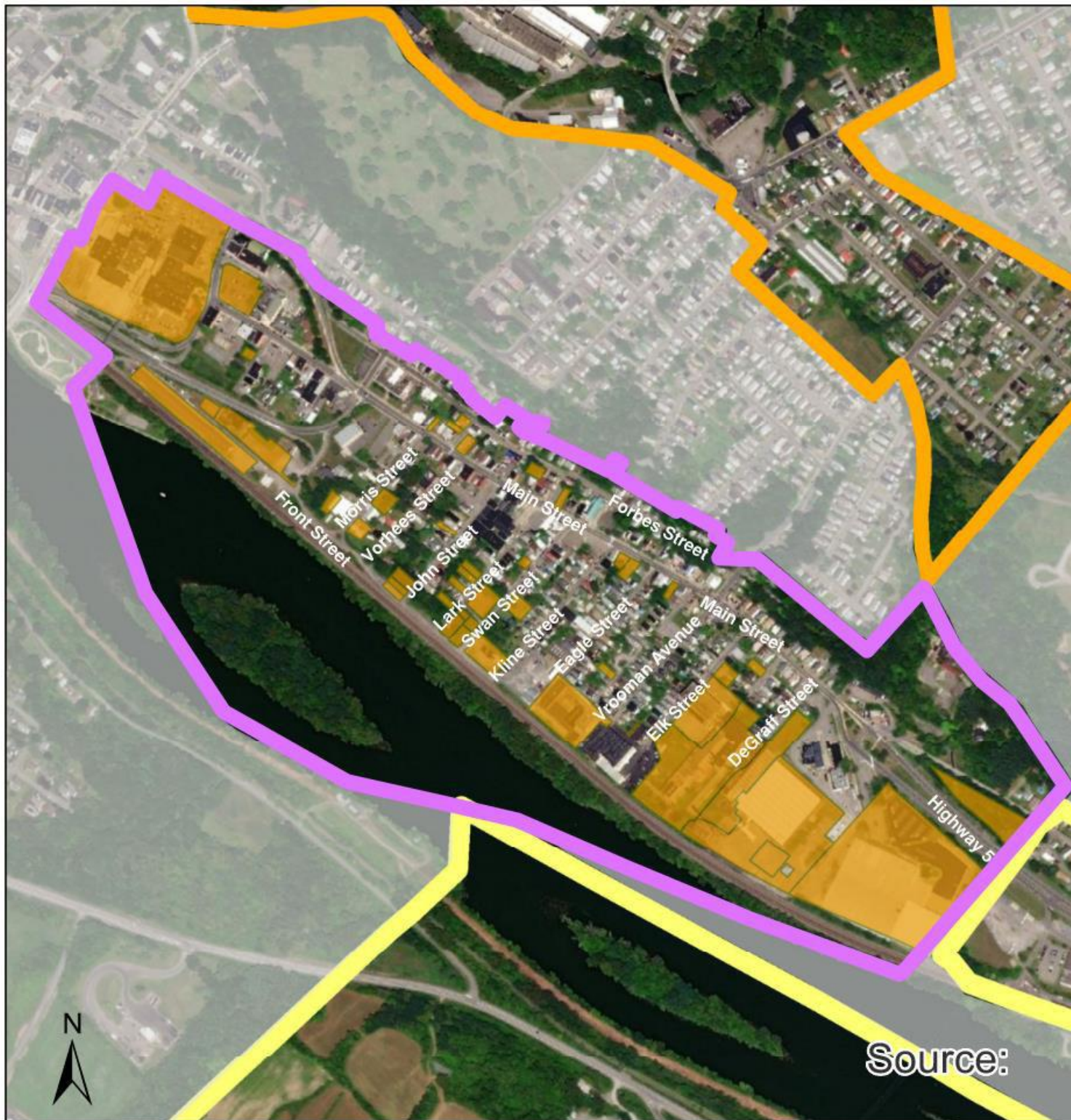
Due to the lack of concrete environmental characterization information on the inventoried sites, Phase I and II Environmental Site Assessments (ESAs) are strongly recommended. These ESAs would help identify best uses for sites based on contamination levels, but would also become an excellent means to entice developers to purchase and redevelop these challenges sites. Sites with known contamination would be eligible for the DEC Brownfield Cleanup Program and its lucrative remediation and redevelopment tax credits.

Candidate sites for potential brownfield assessment pending site owner approval include:

Address	Parcel ID	Address	Parcel ID
252 E Main St	56.45-3-36	26 Elk St	56.13-3-1
103-107 Forbes St	56.45-4-9	Elk St	56.13-3-10
299 E Main St	56.53-1-64	16 Degraff St	56.13-3-2
285 E Main St	56.53-2-2	26 Elk St Lower ML	56.13-3-4
289 E Main St	56.53-2-3	Elk Street Lower ML	56.13-3-5
Front Street Site	55.12-1-10.1	14 Park Drive	56.13-3-7
Hamilton Street	55.12-1-4	Elk St	56.13-3-8
Old Train Depot	55.12-1-3	44 Lark St	55.52-2-8
Riverfront Center	55.43-1-8.1	14 Elk St	56.13-1-15
6-8 Dean St	55.44-3-11	3 Sweeney Street	56.13-1-18
4 Dean St	55.44-3-12	17 Swan St	56.45-3-31
214 E Main St	55.44-3-16	32 Lark St	56.45-4-29
6 Hamilton St	55.44-4-16	34 Lark St	56.45-4-30
27 Morris St	55.52-1-21.1	38 Lark St	56.45-4-32
25 Morris St	55.521-22	Vrooman Ave	56.53-1-23.2
Railroad Front	55.52-1-37	Lefferts St	56.53-1-85
48 John St	55.52-2-15	46 Swan St	56.53-2-44
46 John St	55.52-2-16	26-28 Swan St	56.53-2-47
44 John St	55.52-2-18	23 Swan St	56.53-2-57
20 John St	56.45-4-53	41, 43, 45 Swan St	56.53-2-58
224 E Main St	56.45-4-68	Lark Street	56.53-2-62
365 E Main St	56.13-1-11	41-43 Lark St	56.53-2-63
E Main St	56.13-1-9	29-39 Lark St	56.53-2-65
Elk St	56.13-3-1		

Owing to its rich industrial heritage, the City of Amsterdam understands the importance of identifying the impacts of industry on the City's landscape and how it shaped its current conditions. In addition to this BOA planning effort, the City of Amsterdam is seeking funding from the USEPA and others for grants for Phase I and Phase II ESAs.





## Legend

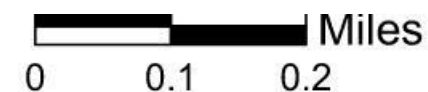
-  Brownfield Inventory
-  East End Boundary
-  Northern Neighborhood Boundary
-  City of Amsterdam Boundary

## City of Amsterdam New York



## Brownfield Opportunity Area Study Area

## Map 6: East End Brownfield Inventory





## Parks, Trails, and Open Space

Parks and open space are exceptionally important when it comes to the vitality of a community. Open space resources serve as connections that link a community's residential neighborhoods, downtown, and amenities. These spaces allow community members to socialize and enjoy a neighborhood's natural resources as well as act as a draw for visitors to the area.

Having an abundant number of parks, trails and designated open space is not only important for economic reasons but is important in terms of health. Open space in close proximity to residential neighborhoods and easily accessible from main corridors can help ensure that people will increase or maintain healthy levels of activity. Currently, the City of Amsterdam Tourism, Marketing & Recreation Department maintains more than 50 of the City's parks, veteran's monuments, traffic islands, bridges, pool, and athletic fields.

In terms of open space, the City of Amsterdam as a whole has over 25 designated green spaces and public parks for their residents and visitors to enjoy. The Tourism, Marketing & Recreation Department plans, organizes and oversees the major events in the City throughout the calendar year as well as community activities, youth programming, and recreational adult and youth sports leagues. In addition, the department is heavily involved with marketing efforts, grant writing, and community development initiatives. Parks within the East End Study Area (Map 7-East End BOA Parks and Open Space) include:

### Riverlink Park

Riverlink Park is an important asset within the East End BOA and the City of Amsterdam. The eastern most portion of Riverlink Park sits within the Study Area and the remainder of the park is directly adjacent to the Riverfront Center and the East End Study Area eastern boundary. This portion of the Park is owned by the New York State Canal Corporation. Riverlink Park is located directly on the Mohawk River. The Park includes a playground, multiple trails, public art, direct access to the water as well as access to the Mohawk Valley Gateway Overlook (Pedestrian Bridge), bike paths, and a 9-11 Memorial. Riverlink Park is also host to several events throughout the summer months including concerts, festivals, water skiing shows, and fireworks. The park offers a boat dock available to those travelling the river by boat seasonally.

### Esperanza Verde Park

In 2020, the City of Amsterdam and Centro Civico established a 'pocket park' located at 285 East Main Street for the purpose of creating a ten-box community garden. The area surrounding the Esperanza Verde Park is known as a "food desert," and its establishment as a pocket park with wooden box planters for the growing of vegetables is the first step in providing the community fresh food. The park is expected to become a hub for gardening education and a source of freshly grown food.





## Legend

- Parks and Recreation Space
- Trails
- East End Boundary
- Northern Neighborhood Boundary
- City of Amsterdam Boundary

## City of Amsterdam New York



## Brownfield Opportunity Area Study Area

## Map 7: East End BOA Parks and Open Space





## City of Amsterdam Skate Park and Playground

The Skate Park and Playground was completed in 2017. The Park includes eleven structures and can be used by skaters of all skill levels. The Skate Park is located directly west of the Riverfront Center and south of Main Street near the Study Area's eastern boundary.

There are no trails or other designated open spaces within the East End Study Area. New, small-scale park spaces or greenways should be implemented within the City of Amsterdam whenever possible to increase access for all community members and visitors to the area.

## Key Buildings

The East End Study Area and Mohawk River Corridor contain a number of buildings of significance that range in past use and current condition. There are buildings within the East End that are contributing to the vitality of the City as a whole, but there are a number of buildings that have vast potential to spur growth around them if appropriately reused. Not all buildings listed are redevelopment opportunities, many of them are historic sites, landmarks within the community or provide a specific contribution to the vitality of Amsterdam.

- **The Fownes Building – 26 Elk Street**

The Fownes Building is a part of a large mill complex located south east of Elk Street. The complex has multiple, connected, mill buildings that were built in various stages when additional space was needed for expanding operations. The factory opened in 1903 with sanborn maps showing the building footprint in 1926. The building has 134,375 square feet (SF) of rentable space and is privately owned.

- **The Train Depot**

The Train Depot is privately owned and is home to a tire service operation. The one-story building is 22,160 SF and is directly north of the Mohawk River and rail line. Sanborn maps show the building footprint dating back to 1882. The Train Depot resides directly east of Riverlink Park. The building is only accessible by car and foot via Front Street.

- **Department of Public Works Building**

The Department of Public Works Building is located south of East Main Street within the City's East End Gateway. It is owned by the City of Amsterdam. There are two buildings: the first is 12,000 SF, one-story and built in 1960. The second is 900 SF, one-story and built in 1980. The DPW plans to vacate the building within the coming years and locate to a less visible area within the City. The DPW's plans to move allow the property to be available for new development.

- **16 DeGraff Street**

The 16 DeGraff Street building is located at the end of DeGraff Street directly abutting residential properties to the north. The gross floor area of the building is 123,500 SF. The building was built in the early 1900s and is six stories.



- **Front Street Building**

The Front Street Building is located directly north of Front Street and the Train Depot. It is a two-story building owned by the City of Amsterdam. The building is 35,000 SF and sanborn maps show building footprints dating back to 1884. The buildings main point of access is currently Front Street.

- **Riverfront Center**

The Riverfront Center was developed in 1973 with an expansion in 1977 and is located on Amsterdam's Main Street. It is a two-story structure with 200,775 SF of large-retail rentable space. It has an adjoining 90,000 SF parking garage that is currently condemned. The Riverfront Center is currently used as a connection to Riverlink Park. There is a walkway on the roof of the Center that connects to a pedestrian bridge over the city's rail line.

## Transportation Systems

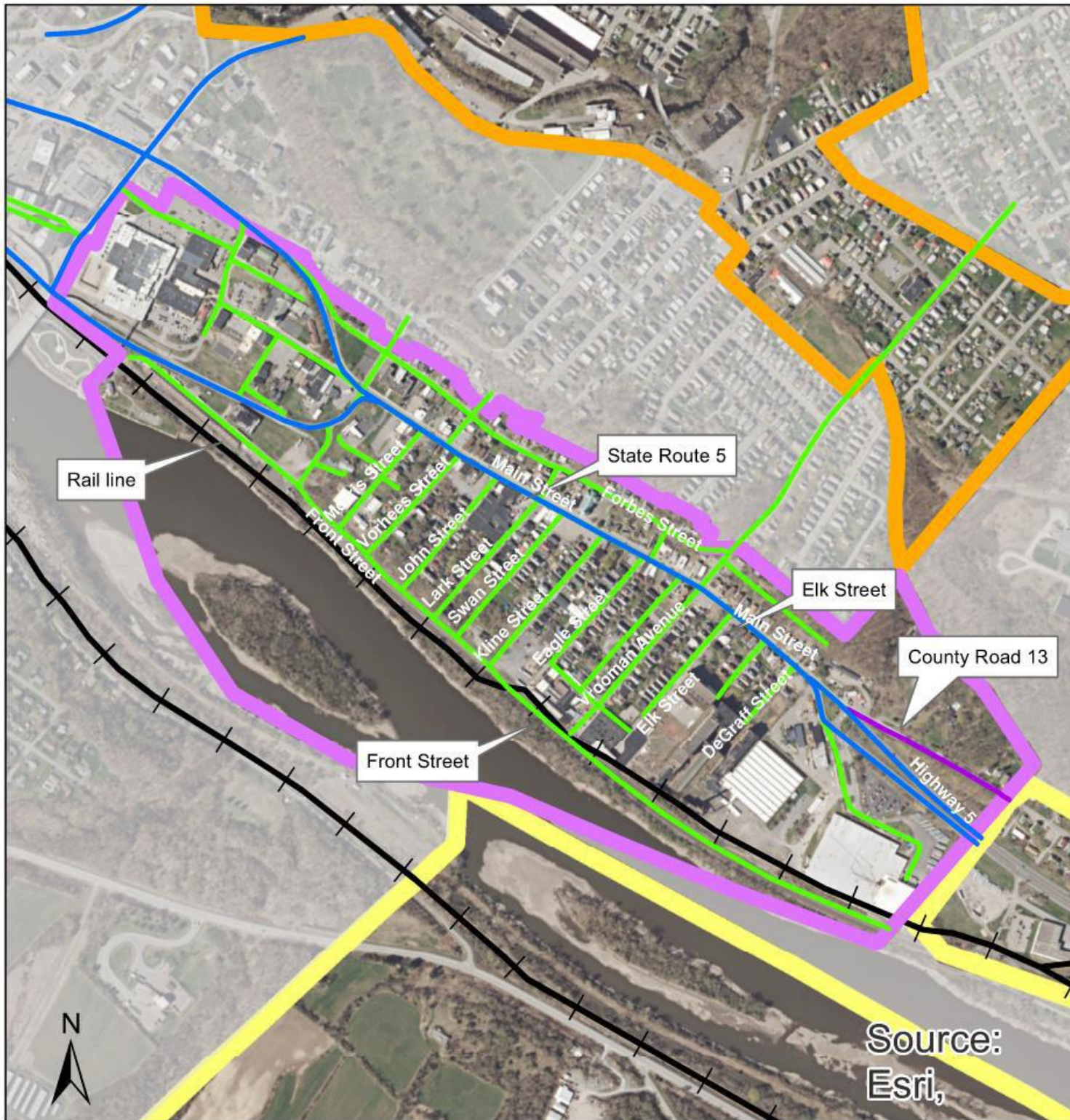
The City of Amsterdam's transportation system (Map 9) is automobile and rail focused. There is no public transportation currently available within the City of Amsterdam limits nor is an existing public transportation authority established within the City. This creates a number of issues for the City of Amsterdam including an inability to support residents that do not own a car, which in turn results in food security issues and diminished opportunity for infill development within the City's parking lots downtown.

The closest major airport is Albany International Airport, which is 35 minutes south of Amsterdam. Bus transportation is available between Amsterdam and New York City with a stop located at the Riverfront Center within the East End BOA. Taxi and car rentals are available through a number private companies, including Enterprise which is located on NYS Route 30.

The City of Amsterdam is located near the eastern border of New York State in close proximity to the states of Vermont, New Hampshire, Massachusetts and Connecticut. The New York State Thruway (I-90) connects the City to the Massachusetts Turnpike to the east as well as I-87 to New York City. New York State Route 30 generally trends north-south and bisects the City. Route 30 is a major north-south route between the Adirondack Mountains and the Catskill Mountains, and is, therefore, heavily traveled by recreational and seasonal travelers. According to annual average daily traffic (AADT) study performed by the New York State Department of Transportation Study (NYSDOT) in 2019 reported an AADT of 19,104 on Route 30 south of the Mohawk River. Traffic volumes increase as Route 30 travels through Amsterdam and picks up traffic from other major thoroughfares, up to 22,784 AADT where Routes 30 and 67 join.

Route 30 connects to I-90 (the Thruway in New York) to the Amsterdam area, and I-90 provides a direct route to Central and Western New York to the west as well as Albany and Boston to the east. Just north of downtown, Route 30 connects to NYS Route 67, which is an east-west route that connects Amsterdam to Saratoga Springs and Glens Falls to the northeast. Many travelers use Route 67 to pass through Amsterdam during travel between the Thruway and Saratoga Springs or I-87 (the Northway). AADT in 2019 on Route 67 ranges from 9559 to 6797.





## Legend

- Local Roads
- County Roads
- State Routes
- +— Rail line
- East End Boundary
- Northern Neighborhood Boundary
- City of Amsterdam Boundary

## City of Amsterdam New York



## Brownfield Opportunity Area Study Areas

## Map 8: East End Transportation Routes



Source:  
Esri,



Another significant road within the East End Study Area is Main Street (NYS Route 5). NYS Route 5 parallels the Mohawk River, and travels through the center of downtown Amsterdam. The NYSDOT AADT in 2019 of 8944 at the western city limits, remaining generally consistent throughout the city, and 9362 at the eastern city limits.

In general, motor vehicle access within the City of Amsterdam is good. Most roads within the Study Area generally trend southwest-northeast (perpendicular to the River) or Southeast-Northwest (Parallel to the River). While most of these roads are paved and in reasonable condition, a portion are deteriorating and will require repaving in the near future. Due to the presence of active rail, vehicle access to Riverlink Park is poor. Front Street is not paved and contains numerous holes in which water pools. The poor condition of Front Street contributes to a sense of disinvestment and blight in this part of the Study Area.

In addition to its highway access and major thoroughfares for automobile travel, the City is also well served by rail transportation, with CSX providing freight and Amtrak providing passenger service. The rail line runs through the East End BOA just south of Front Street. Amsterdam's Amtrak Station is located outside of the Study Area Boundary on Main Street in the very eastern corner of the City's limits. The location of the train station is poor because it is well outside of the city's downtown and accessible only by car. At Amsterdam, Amtrak provides service towards Niagara Falls and towards Toronto on the *Empire Service* and the *Maple Leaf*, both of which also travel to the east to New York City.

The Mohawk River is part of the New York State Canal System. The Erie Canal, which runs from Albany to Buffalo, passes through Amsterdam with approximately 2,000 boats using Lock 11 just west of downtown Amsterdam annually. The Empire State Trail which has been developed alongside the Canal, runs through the south side of Amsterdam and continues through Montgomery County. It is now a continuous statewide recreation trail network along the entire length of the canal.

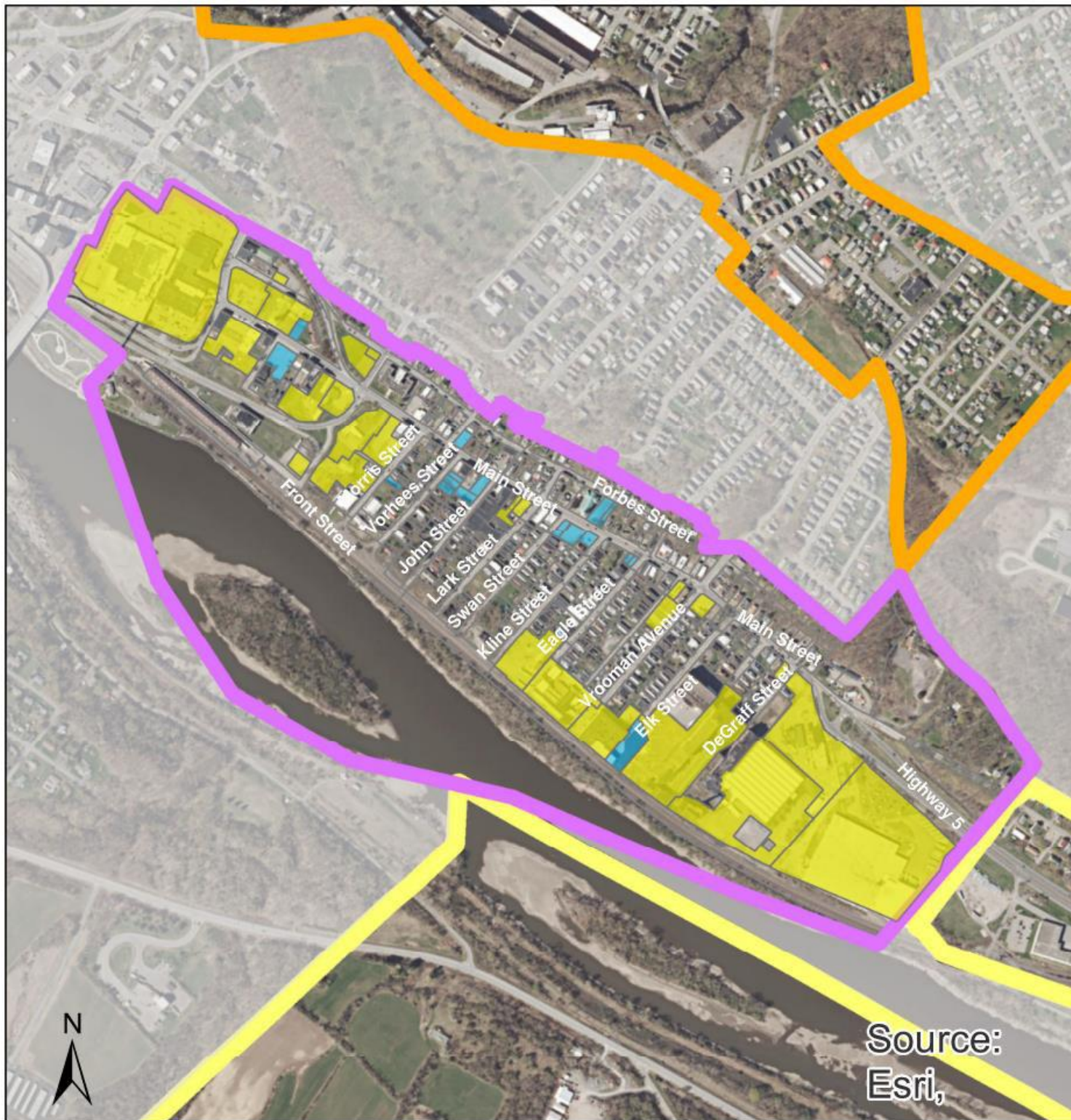
## Infrastructure and Utilities

The majority of the City of Amsterdam is well-served by water, sewer services, utilities, and parking infrastructure. The utility network was designed to service a larger population and number of businesses and now is underutilized due to past population loss.

The City of Amsterdam receives its water supply from three impounding reservoirs located at the foothills of the Adirondack Mountains in Saratoga County. The total capacity is 2.4 billion gallons to service over 19,600 people. The current demand is 5.7 million gallons per day, and the water travels 15 miles through a 24-inch pipe to reach the city. The water is then screened, metered, and disinfected with chlorine dioxide.

The City's Water Filtration Plant operates 24/7 with 10 employees that are licensed by the New York State Department of Health. It is monitored to maintain compliance with State and Federal water regulations. The filtration plant has a design capacity of 12 million gallons per day (MGD)





## Legend

- Properties with parking lots
- Parking lots
- East End Boundary
- Northern Neighborhood Boundary
- City of Amsterdam Boundary

## City of Amsterdam New York



## Brownfield Opportunity Area Study Area

## Map 9: East End BOA Available Parking





and is currently operating at an average daily demand of approximately 5 MGD. The City's sewage treatment plant has a design capacity of 10 MGD and is currently operating at an average flow of 5 MGD, indicating there is abundant capacity to accommodate future development.

The City of Amsterdam currently owns 30 parking lots consisting of 350,000 square feet of space. On-street parking is permitted on most City streets. There is also a multi-tier garage attached to the Amsterdam Riverfront Center within the East End Study Area that is currently condemned. This ramp remains vacant and is visible from major roadways and the City's southern gateway. A map of parking lots and properties with available parking is shown on Map 9-East End BOA Available Parking.

Electricity and natural gas service in the study area are provided by National Grid.

## Natural Resources and Environmental Features

Natural resources within an area are typically cherished by the community. The presence of waterfronts, natural landscapes, and air quality are important aspects within a region, directly affecting the health and well-being of the surrounding population. Not only do they contribute to the health of an area, these natural resources also contribute to economic prosperity in a variety of ways. Waterfronts and thriving ecosystems can encourage recreation, attract tourists, and increase property values due to appealing view sheds. Natural resources and environmental features within a community should always be taken into account when considering future land-use. Protection of environmental assets should be at the forefront of redevelopment. The following section describes natural resources and environmental features within and in close proximity to the East End BOA (Map 10-East End BOA Natural Resources).

### Mohawk River

The Mohawk River flows northwest to southeast and enters the Hudson River just north of Albany. The Mohawk River runs through the City of Amsterdam dividing the Southside residential neighborhoods from the remainder of the City to the north. The river extends 149 miles and is the largest tributary of the Hudson River. The river is a historic asset to the City of Amsterdam and continues to be a draw to the region, but is no longer used for major manufacturing operations.

Many utilize the Mohawk River for travel and recreation during the summer months. Residents and visitors alike have direct access to the river through a small launch located on the Southside as well as through Riverlink Park. A portion of the



Mohawk River and Davey Island is within the East End BOA Boundary. The portion of the Mohawk River within the East End Study Area is not highly utilized nor accessible by community members due to the CSX rail line acting as a barrier. The only accessible portion that is safe for residents and visitors within the East End Study Area is through Riverlink Park.

## Chuctanunda Creek

Chuctanunda Creek flows north to south through the center of the City of Amsterdam. The Creek is above ground until Amsterdam's Main Street then flows underground into the Mohawk River. Although within close proximity, no portion of the Creek is within the East End BOA boundary. The Chuctanunda Creek as a Class C Stream.

## Water Quality

The NYS DEC classifies the water quality of lakes, rivers, streams and ponds across the State. As a Class C waterway, the best use of the Mohawk River is for fishing and is suitable for fish, shellfish and wildlife propagation and survival. Class C waterways are also suitable for primary and secondary contact recreation. Primary recreation includes activities that result in the user being submerged in the water such as swimming, water-skiing, surfing and diving. Secondary contact includes boating, wading and rowing.

According to Riverkeeper's 2019 monitoring report for the Mohawk River, 52% of samples met EPA guidelines for safe swimming and bacteria levels. Bacteria levels were typically three times higher after a rain event than during dry season sampling. However, Riverkeeper notes that conditions across the Mohawk River watershed continue to improve and that millions of dollars are being spent on wastewater system upgrades throughout the watershed to advance the improvement in water quality.

## Ground Water Resources

Aquifers are permeable geologic formations that contain and transmit groundwater in significant quantities. Unconfined aquifers are characterized by an underlying impermeable layer and lack an upper layer, making them more susceptible to contamination from surface activity. According to data obtained from the NYSDEC and United States Geological Service (USGS), the Study Area is not located over a primary aquifer.

## Flood Hazard Areas

The majority of the East End Study Area is not within a designated Flood Zone. Small areas bordering the Mohawk River are within Floodway Areas in (Zone AE near Dove Street within the boundary and just east of the eastern boundary off of Park Drive). The southeast corner of the East End BOA boundary and areas surrounding tributaries of the Mohawk River are 'Zone X', which are areas with 1% annual chance of flood with average depth of less than one foot or with drainage areas less than one square mile, and areas protected by levees from 1% annual chance flood. In





## Legend

- Natural Resources
- East End Boundary
- Northern Neighborhood Boundary
- City of Amsterdam Boundary

City of Amsterdam  
New York



Brownfield Opportunity  
Area Study Areas

## Map 10: East End BOA Natural Resources

Miles  
0      0.125      0.25





areas with flood potential, it is suggested that any development take the proper precautions and considerations of floodplains during design and subsequent construction.

## Wetlands

Wetlands are an important factor within ecosystems and provide a variety of environmental benefits for surrounding areas, including water purification, groundwater recharge, streamflow maintenance, wildlife habitat, and flood protection. Both the NYSDEC and the United States Fish & Wildlife Service (USFWS) online services show areas of wetlands within the East End Study Area mainly due to the Mohawk River (Map 10-East End BOA Natural Resources).

U.S. Fish & Wildlife Service Classification Table	
System Riverine (R):	Includes all wetlands and deep-water habitats contained within a channel.
Unknown Perennial (2)	Characterized by a low gradient. There is no tidal influence, and some water flows all year, except during years of extreme drought. The substrate consists mainly of sand and mud. Oxygen deficits may sometimes occur. The fauna is composed mostly of species that reach their maximum abundance in still water, and true planktonic organisms are common. The gradient is lower than that of the Upper Perennial Subsystem and the floodplain is well developed.
Class Unconsolidated Bottom (UB)	Includes all wetlands and deep-water habitats with at least 25% cover of particles smaller than stones and vegetative cover less than 30%.
Water Regime Permanently Flooded (H)	Water covers the substrate through the year in all years.

Figure 18: U.S. Fish & Wildlife Service Classification Table

The NYSDEC Environmental Resource Mapper shows a state regulated freshwater Wetland (Wetland ID A-11, Class 2) that is 108 acres and encompasses a majority of Davey Island, located in the center of the Mohawk River south of Front Street. It also shows a State Regulated Wetland Check Zone that overlaps with the East End waterfront, portions of Front Street, the rail line, and portions of the residential neighborhoods due to being located within 100 feet of the state designated wetland.

The USFSW National Wetlands Inventory Mapper shows the Mohawk River as being an 8,812.12-acre Riverine habitat classified as a R2UBH. The classification table below provides additional detail regarding the Mohawk River and its attributes.

Due to the presence of wetlands within the Study Area, further studies may be necessary before development is initiated. Field surveys and other State Environmental Quality Review measures should be completed by the City or developer before design is complete.



## Topography

The topography of the East End Study Area is relatively flat traveling east to west, with steep slopes along the banks of the Mohawk River located south of Front Street and large hills traveling north of Main Street towards Forbes Street and the northern portion of the City (Map 11-East End BOA Topography).

## Soil Characteristics

Soil within the Study Area predominately consists of cut and fill land, Lansing silt loam, and Lansing and Mohawk soils.

## Threatened and Endangered Species

According to the US Fish & Wildlife Service Information for Planning and Consultation, a number of migratory birds protected under the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act that are listed on the USFWS Birds of Conservation Concern list may be found within the Study Area. These include the Bald Eagle, Black-billed Cuckoo, Bobolink, Prairie Warbler, Snowy Owl, and the Wood Thrush.

The NYSDEC Environmental Resource Mapper shows land within the Study Area north of John Street as the location of Animals Listed as Endangered or Threatened.

## Visual Quality

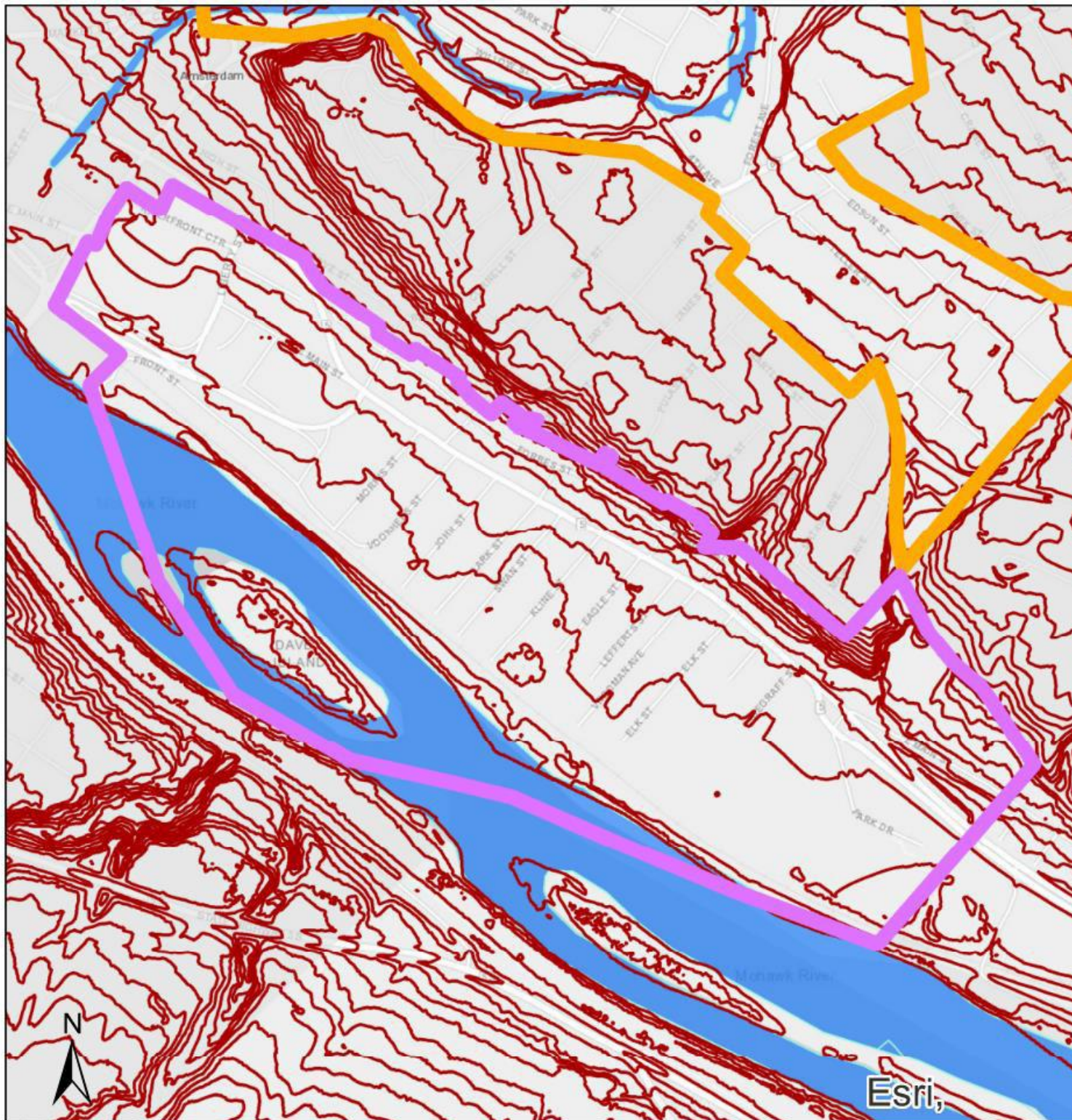
Amsterdam provides many scenic vistas along the Mohawk River Corridor, including the view from the recently completed Mohawk Valley Gateway Overlook Pedestrian Bridge just west of the Study Area. A number of vistas exist along the Chuctanunda Creek Trail with views of the waterfalls, bridges, and dams located north of the Study Area. Viewsheds within the Study Area are generally limited, in part due to the presence of rail that limits access to the River. The visual corridor provided by Main Street could be improved by streetscaping and improvements to building facades.



## Summary

The City of Amsterdam owns a number of key public properties within the East End including the Department of Public Works building, located only steps away from the City's eastern gateway, and multiple adjoining vacant lots along Front Street as well as vacant lots along the City's Main Street corridor (Route 5). These properties could be transformed into new community services and recreational space or the City could market them to potential developers and returned the properties to the tax rolls.





## Legend

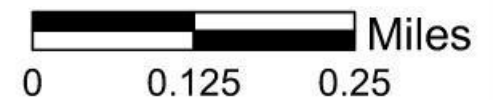
- Contours\_10ft
- Natural Resources
- East End Boundary
- Northern Neighborhood Boundary

City of Amsterdam  
New York



Brownfield Opportunity  
Area Study Area

## Map 11: East End BOA Topography





Residential land use dominates within the East End with vacant land being the second highest (24% of properties). There are no properties zoned as Recreation and Entertainment land use within the East End Study Area. There is also a lack of public services and only a small amount of land (.40 acres) are currently classified as Public Parks, though Riverlink Park is adjacent to the Study Area boundary. Due to this, future development should consider including green space and outdoor space whenever possible.

Main Street is the major transportation thoroughfare within the Study Area. Though the Study Area is mostly residential land use, it also sees a high amount of automobile traffic which presents the opportunity for future commercial and retail land uses and development along Main Street that require high traffic counts.

The East End BOA has a wide variety of environmental assets to drive economic development and increase tourism within the area surrounding their natural resources. There are not many limiting factors in regards to wetlands, floodplains and topography within the Study Area.

Close proximity to the water and the abundance of vacant space within the East End BOA should be taken into consideration when developing site reuse strategies. Redevelopment options should not limit physical and visual access to the City's natural resources but rather enhance them and provide clear access points and locations for gatherings while keeping natural resources and habitats intact.

# ECONOMIC AND MARKETS TRENDS ANALYSIS

A market analysis was conducted as part of the Step 2 BOA Nomination Study. The purpose of this analysis was to evaluate market and socioeconomic conditions in order to identify possible market-supported opportunities for the reuse and/or redevelopment of properties within the Study Area. The analysis will help ensure that recommendations for future uses and actions to occur within the study area reflect economic conditions and are grounded in the relevant market context. The complete East End market analysis report is provided as Appendix D.

The market analysis draws upon a number of data sources, including:

- Previous studies and reports with relevance to the study area, prepared by local and regional-level agencies<sup>1</sup>.
- In-person interviews with individuals representing local government, regional and state-level economic development organizations, real estate and other private industry.
- Publicly available and subscription-based private third-party demographic and real estate data.
- Business journals, industry associations, commercial brokerage reports, other publications and agencies.

Four real estate development categories were examined in detail as part of the real estate market analysis for the East End BOA:

- Office
- Industrial and Flex
- Retail
- Multi-family Residential

The Amsterdam real estate market area used for this analysis is pictured below. This market area generally aligns with boundaries established by third-party data providers<sup>2</sup>, and encompasses the City of Amsterdam including the East End BOA study area, as well as surrounding pockets of non-residential development. Existing property locations for the four development categories considered by the market analysis are shown in the figure below. Based on observed development patterns and activity, this market area provides an appropriate context for an assessment of market conditions affecting the East End BOA.

Outcomes of the stakeholder interview process and market analysis for each development category are summarized below; please see Appendix D for the complete analysis.

1. These resources include but are not limited to City of Amsterdam Northern/Eastern Neighborhoods Step 1 Pre-nomination Report, City of Amsterdam Downtown Revitalization Initiative Strategic Investment Plan, and Mohawk Valley REDC Strategic Plan/Progress Reports.

2. CoStar, Inc. Amsterdam, NY Submarket 2019.



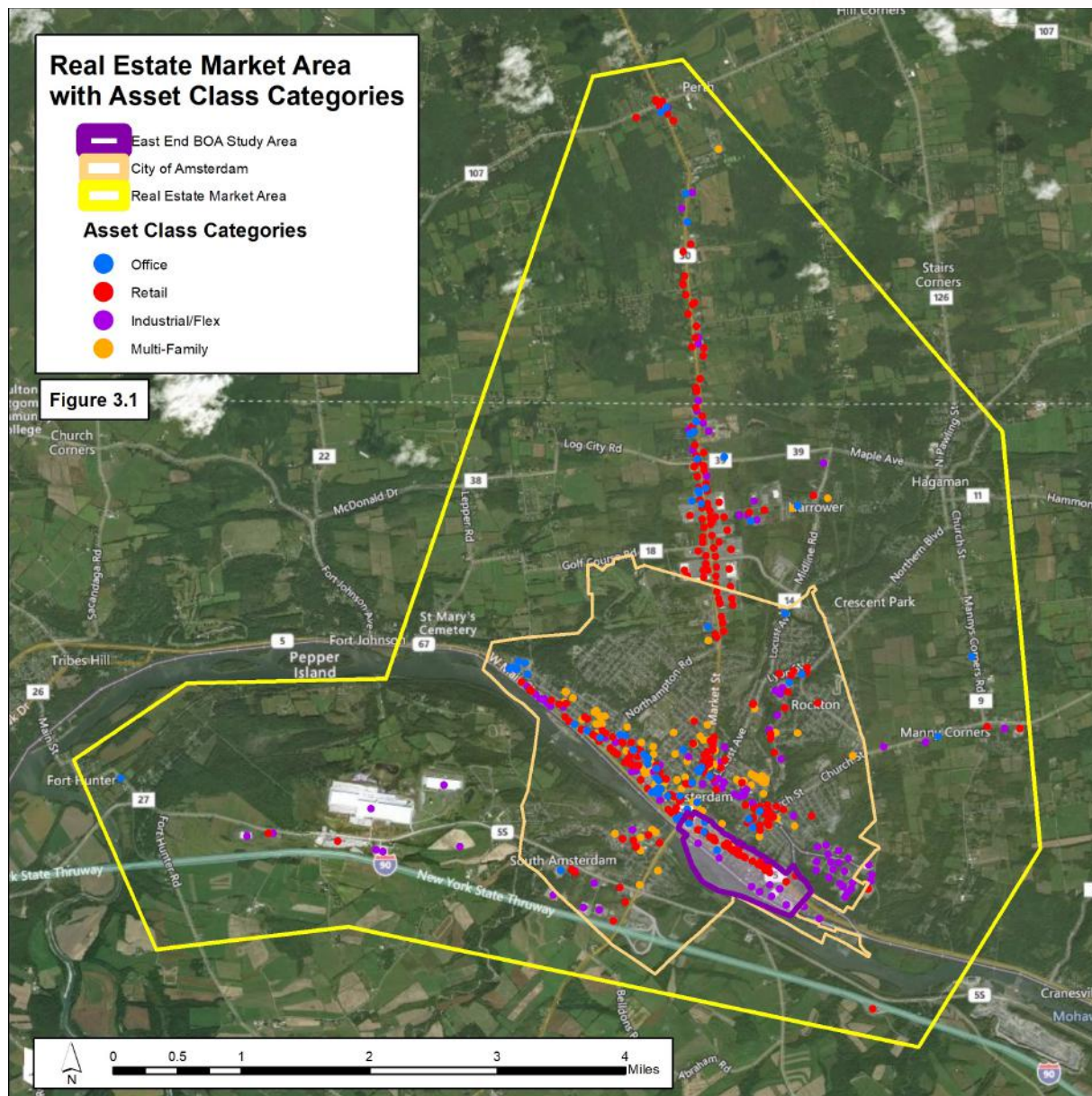


Figure 19: Real Estate Market Area

## Stakeholder Interviews

A series of stakeholder interviews was conducted in November-December 2019 to gain knowledge and perspective regarding market conditions and potential market-based redevelopment opportunities in the East End BOA study area. These conversations included meetings with representatives from the following entities:

- City of Amsterdam
- Montgomery County Business Development Center
- Fulton Montgomery Regional Chamber of Commerce

- Empire State Development
- Mohawk Valley Regional Economic Development Council
- Berkshire Hathaway Commercial Division
- Sticker Mule Inc.

Interviews covered a wide range of topics including the stakeholders' initiatives and involvement in the Amsterdam community, regional market conditions, opportunities and challenges to revitalization in the eastern portion of the city, and other information relevant to the East End BOA Nomination Study.

A number of key takeaways emerged from the stakeholder interview process:

- Strong partnerships among local, county and state-level agencies, as well as the economic development community, have contributed to the region's industry-related success stories.
- As a recipient of Downtown Revitalization Initiative (DRI) funding to accompany other recent and ongoing efforts, Amsterdam is currently a focal point for public programming and has a unique opportunity to make progress in addressing some key challenges.
- Significant overlap exists between the DRI and western portion of the East End BOA study area, providing opportunities to coordinate and leverage resources between these programs.
- Warehousing & distribution, and to a lesser degree manufacturing (including food processing), have experienced recent growth in the region. Tech-oriented and other knowledge-based industry growth has been more limited.
- Some existing business parks in the eastern Mohawk Valley and parts of the Capital Region are nearing full buildout. This may lead to opportunities to attract development to new locations; accessibility and a business/industrial park setting are priorities.
- Shovel-ready status (or site readiness more generally) is critical for development sites, especially in smaller markets like Amsterdam.
- Existing structures are important to the city's character. Reuse is generally preferred if possible, although it is recognized that structural, environmental, financial or other challenges exist and properties should be reviewed on a case-by-case basis.
- The City of Amsterdam lacks some economic development anchors present in many peer communities – such as presence of a university or community college, state office building, hospital, business incubator, etc.
- Skilled workforce availability is a limitation in the Amsterdam/Montgomery County market.
- Some distribution and manufacturing operators struggle to maintain adequate levels of staffing.



- The East End BOA study area and Amsterdam generally lack a variety of housing options; stakeholders agreed that there is unmet demand for multifamily housing at market rate and other price points, potentially as part of mixed-use development.
- Senior housing is viewed as an unmet need in the market.
- Retail in the East End study area is limited.
- Employment centers, retail, and other services are not accessible to many East End residents due to a lack of transportation options.
- Mixed-use and other commercial development would be appropriate along the Main Street corridor, but should promote walkability and contribute to streetscape quality. There is potential to “extend” downtown to the east with improved connections and consistent development.
- The Lower Mills area and Riverfront Center were identified as sites with redevelopment potential, although these and other properties in the East End present challenges.

Information gained through the stakeholder interview process provided key local insights that were considered along with market and socioeconomic data to conduct the market analysis for the East End BOA study area.

## Office Development

In the Amsterdam market, office properties cover a range of formats including multi-story downtown mixed-use style buildings, single-story suburban office buildings, and repurposed former residential structures. As shown in Figure below, office properties are concentrated within the city, and some additional office properties are located along primary corridors outside the city boundary.

As reported in third-party real estate data, there are 71 office buildings in the Amsterdam market totaling 1.3 million square feet of floor space. The East End BOA includes only four office properties, although their combined square footage represents more than 20 percent of the entire market area inventory by square footage. This is because the 257,000-square-foot Riverfront Center is classified as an office property, reflecting its current mixed-use status with a tenant mix that includes both office-based and retail operations. Data services indicate that the Riverfront Center is the largest office structure in the Amsterdam market area. Excluding the Riverfront Center, the average East End office building has 13,000 square feet of floor space with a typical parcel size of 0.5-1.3 acres.

The average office building in the broader Amsterdam market is approximately 18,000 square feet, and parcel sizes are relatively small with most being less than one acre. The median reported building age of nearly sixty years reflects the market’s aging building stock.

According to third-party real estate data, there have been no new deliveries of office space in the Amsterdam market over the 11-year recording period from 2008 through the present. Average

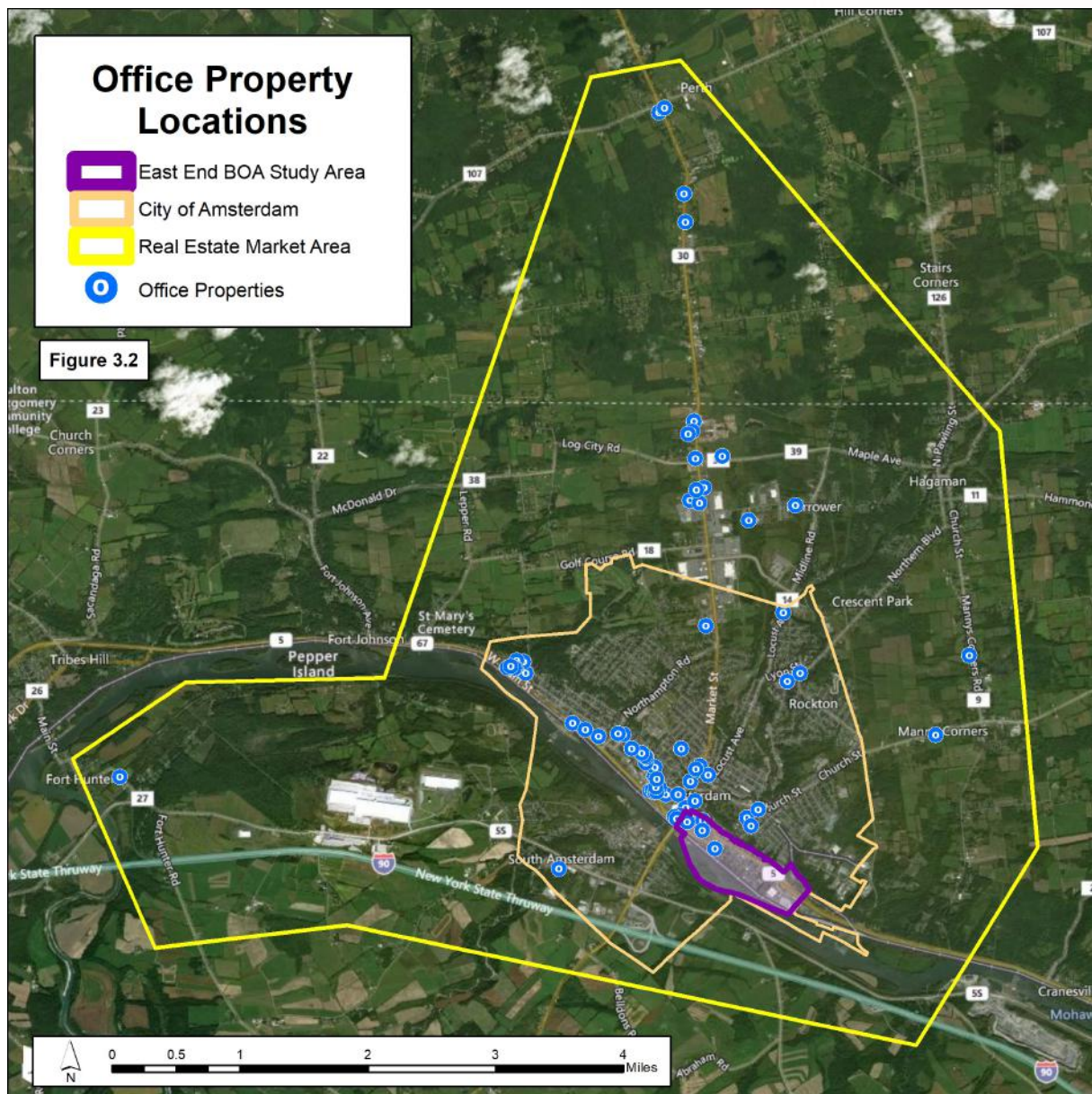


Figure 20: Office Property Locations

annual absorption (defined as the combined average annual change in new deliveries and leased space) is slightly negative over this timeframe – on average, the Amsterdam market has lost 2,000 square feet of leased office space each year.

### Office Development – Key Observations & Takeaways

- The Amsterdam office market is not a point of strength and has experienced virtually no growth over the course of the current economic cycle.
- Regional growth in knowledge-driven industries that tend to occupy office space has been concentrated in the Capital Region and some limited Mohawk Valley locations, but has not expanded into the Amsterdam market at a significant scale.



- The current East End building stock may offer some opportunities for investment in the rehabilitation of existing industrial or residential structures for office use.
  - ➔ Potential tenants would include small to mid-scale operators as noted above.
  - ➔ Opportunities for adaptive reuse as office space are likely limited to buildings with unique or exceptional features that would warrant investment.
  - ➔ Building scale, structural, environmental, financial, and other challenges may exist for adaptive reuse.
- Based on the East End's built-out physical setting and condition of existing structures, new office development may require clearing of existing structures and possible lot consolidation.
  - ➔ Potential locations would include individual properties along the East Main Street corridor especially in the western portion of the study area, or former manufacturing sites particularly if cleared and made available in a cohesive business park format.
- Competitively speaking, locations in the city's downtown core or north of the city are likely better positioned for office development and leasing than East End locations.
- With an aging inventory and apparent low vacancy rates, there may be a limited market for small to mid-scale (5,000-20,000 square feet) updated or modern office space in the Amsterdam market.
  - ➔ Possible tenants include medical or other professional practices, startups, co-working office spaces, and new market entrants.
  - ➔ Business park setting is conducive to new office development.

### Office Development – Conclusion

Overall, the Amsterdam office market is very limited and is not anticipated to grow significantly in the foreseeable future. While opportunities may present for small to mid-scale office uses on a case-by-case basis, properties in the East End BOA study area are generally not well-positioned to attract this type of development relative to competitive locations. That said, office uses should be considered among the range of possible uses for East End sites of an acre or more, although potential growth appears limited in the near term and office development is not recommended as a focal point of redevelopment strategies.

### Industrial and Flex Development

Industrial properties include a variety of use subcategories, such as manufacturing and warehousing & distribution. For purposes of the BOA market analysis, flex development – which typically includes a combination of industrial and office space – has been included as part of the industrial inventory for the Amsterdam market area.

The Figure below shows the location of industrial/flex properties in the Amsterdam market area. Industrial properties include large multi-story former manufacturing plants in the urban core,

small to mid-sized manufacturing or distribution facilities in the city and peripheral areas, and large-scale corporate warehousing & distribution facilities in the Florida Business Park west of the city boundary and near the Thruway interchange.

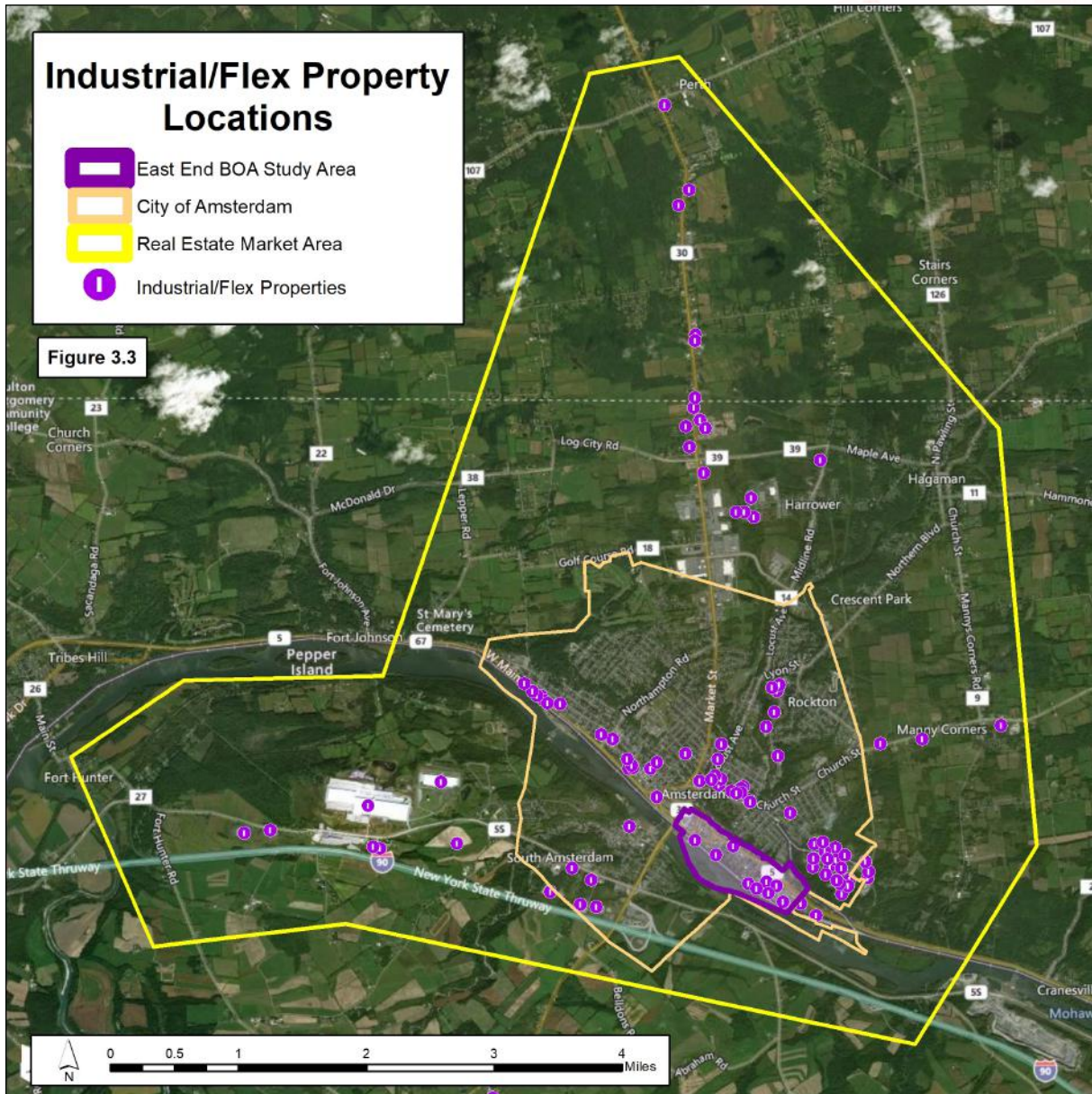


Figure 21: Industrial /Flex Property Locations

Industrial development has driven the history of the Amsterdam market, and factors heavily into its real estate inventory. There are 102 industrial properties in the broader Amsterdam market (80 industrial/22 flex), totaling 6.4 million square feet of floor space. The average building is approximately 70,000 square feet, and typical parcel sizes range between 2-10 acres.

Nine industrial properties are located within the East End BOA study area, including some of the



area's prominent former manufacturing sites. These industrial properties total more than 800,000 square feet and are concentrated in the eastern portion of the study area, south of Main Street. Large-scale industrial properties in the East End BOA study area include the former Fownes Building now occupied by Sticker Mule, Lower Mills Complex, Westrock packaging plant, and AIDA-owned industrial building at 14 Park Drive.

According to real estate data, deliveries of industrial/flex space over the 11-year timeframe of data availability include the 750,000-square-foot Dollar General facility, 580,000 square-foot Beech-Nut headquarters and the 140,000-square-foot Hill and Markes facility. These facilities are all located south of the Mohawk River in the Florida Business Park just west of Amsterdam near the NYS Thruway. Taken on average, this equates to about 120,000 square feet of industrial space delivered annually over this timeframe – which is slightly less than double the average square footage of an industrial property in the Amsterdam market area.

### Industrial & Flex Development – Key Observations & Takeaways

- Industrial development remains active in the Amsterdam market with ongoing large-scale warehousing & distribution construction, driven primarily by its favorable location with access to highways and major northeastern markets.
- Although recent industrial development is characterized by large-scale warehousing & distribution facilities, proposed projects also include smaller operations less than 10,000 square feet.
- Workforce limitations present a challenge with regard to further expansion of warehousing & distribution industry in the market.
- Many of the market's old, urban multi-story manufacturing plants have been vacated by the original operators. While perspectives vary, there is broad recognition that these structures provide a link to the city's industrial heritage and their reuse would contribute positively to the community's continuity and character if possible.
  - ➔ The features and condition of these former manufacturing structures vary, and reuse potential must be evaluated on a case-by-case basis.
  - ➔ Structural, environmental, financial, and other challenges may exist for adaptive reuse.
  - ➔ Early to mid-19<sup>th</sup> Century manufacturing facilities lack many features (clearances, functional layout, accessibility, etc.) sought by modern industrial (warehousing & distribution, manufacturing) operators.
- East End industrial sites lack the prime accessibility of sites south of the Mohawk River in the vicinity of the Thruway, and is not favorable for large-scale distribution operations.
- Stakeholders suggest that demand exists for industrial parcels in the 6-8 acre class, preferably located in a park setting; this would require parcel consolidation.
- Site preparation and readiness are critical to attract new industrial development.

- Manufacturing (durable goods, food processing, advanced manufacturing generally) is a potentially supportable use of industrial sites in the eastern portion of the East End BOA study area – although recent demand for manufacturing space has been extremely limited in the Amsterdam market.
- The East End industrial inventory is generally aging and underutilized. Parcel sizes are appropriate for modern industrial uses, but existing structures and site conditions pose challenges to the introduction of new uses.
- Competitively speaking, properties such as IDA-affiliated industrial parks are currently better positioned than East End BOA properties for industrial development because of advantages related to accessibility and site readiness.
- Undeveloped properties on the scale of two or more acres in the East End BOA study area offer potential for new industrial/flex development of 20,000-50,000 SF for a typical operator in the market.

### Industrial & Flex Development – Conclusion

The East End BOA study area is not conducive to the development of large-scale distribution operations that have proliferated elsewhere in the region such as at the Florida Business Park, although some properties in the study area may be suitable for small- to mid-scale warehousing or manufacturing operations. Market demand for these uses is limited; site readiness and promotion would be critical to enhance the competitive position of study area sites in efforts to attract industry. The adaptive reuse of existing structures would appeal to a limited pool of users such as smaller-scale operations occupying space under a multi-tenant leasing arrangement. Undeveloped industrial land provides design flexibility and is preferred for new construction. To the degree possible, consolidation of adjacent properties may be considered to provide an industrial/business park setting conducive to new manufacturing, warehousing, or flex development.

### Retail Development

The Amsterdam market features two primary clusters of retail properties shown below. The first is located in the City of Amsterdam, along and in close proximity to the Main Street corridor through the Downtown area and eastward - as well as northward along the Market Street/Route 30 corridor and in the vicinity of the Five Corners intersection on Church Street/Route 67. These urban retail properties generally consist of small-scale convenience-oriented retail, food & beverage establishments, and other service providers with many located in retail/residential structures. Some of these urban retail buildings are in deteriorating condition, and many appear vacant.

The second and more prominent retail cluster is located along the NYS Route 30 corridor, extending north from the City of Amsterdam boundary. Development in this area is characterized by modern, automobile-oriented retail formats including community-scale shopping centers with



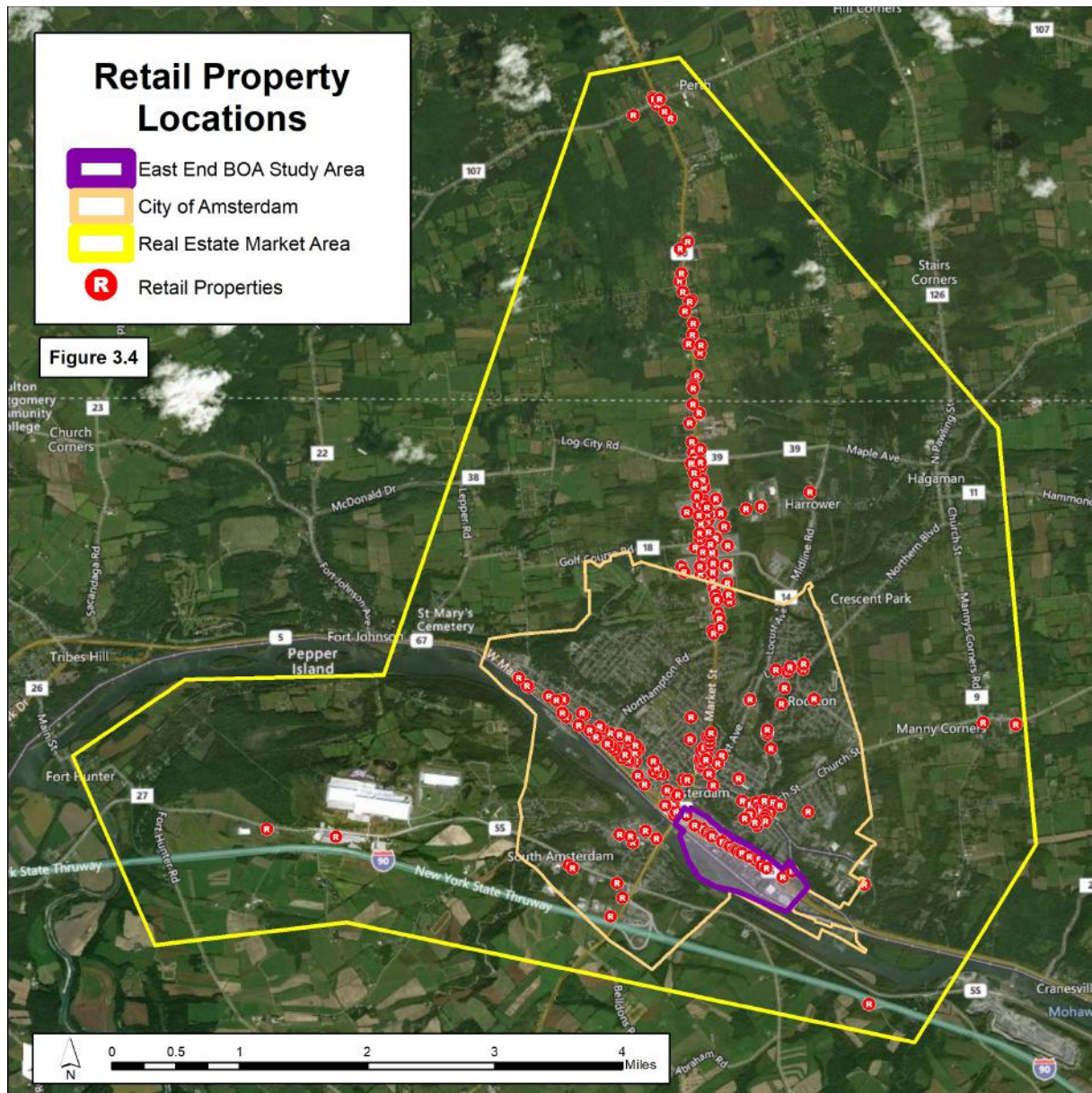


Figure 22: Retail Property Locations

major anchor tenants, smaller neighborhood-scale and strip shopping centers, and standalone retailers.

There are 274 retail properties listed in the Amsterdam market, totaling 3.3 million square feet of floor space. While the majority are relatively old and located on parcels smaller than one acre, retail properties built from the 1990s onward tend to be much larger with an average parcel size in the 5- to 10-acre range.

Real estate data identify 31 retail properties in the East End BOA study area. These retail properties total 245,000 square feet of floor space, with an average of approximately 8,000 square feet. Parcel sizes are quite small, generally less than 0.5 acre. East End BOA retail properties are located along

and in close proximity to the East Main Street corridor. Many of these retail properties appear to be old storefronts in retail-residential structures that now stand vacant or underutilized. Some of the more prominent East End retailers include Dollar General, Stewart's Shop, and Rent-A-Center and Riverfront Hardware (both located in the Riverfront Center). Notably, the East End BOA study area and surrounding urban neighborhoods lack a true supermarket offering fresh foods, and generally possess a limited variety of retail establishments to meet the everyday needs of neighborhood residents.

Over the 2008-2019 timeframe for which data are available, multiple construction phases of the Amsterdam Commons shopping center along NYS Route 30 represent the most significant retail development to occur in the Amsterdam market area. On average, approximately 30,000 square feet of retail space were delivered annually over this timeframe – this is slightly higher than the 24,000 square-foot average annual absorption, indicating that some retail properties in the market have been vacated over this period. A 33,000-square-foot project located in the Town Square shopping center along NYS Route 30 is the only retail project currently identified as proposed or under construction.

### Retail Market Analysis

A retail market analysis<sup>3</sup> was conducted to characterize retail market demand and supply conditions for 5- and 10-minute drive-time trade areas originating from a central point within the East End BOA study area.

Outcomes of the analysis illustrate a market dynamic in which grocery, general merchandise and other key retail services are not widely available to East End and other city residents within or near the neighborhoods in which they live. While these retail services are available in the broader trade area, neighborhood residents must travel to gain access to many everyday goods and services.

Some residents of the East End study area and other city neighborhoods face circumstances such as low incomes and poverty, and may lack access to personal transportation. The absence of important retail goods and services including grocery and general merchandise at the neighborhood level can present a challenge to many households.

### Retail Development – Key Observations & Takeaways

- The retail analysis suggests that residents living within the 5-minute drive-time trade area travel beyond this trade area to purchase retail goods, but the extended 10-minute drive-time trade area exhibits a retail surplus meaning that residents of the broader region are drawn to shop in this area – particularly the retail district along NYS Route 30 north of the City of Amsterdam.
- Major national and regional brands have established the NYS Route 30 corridor as a center of gravity for retail, and this district dominates the market for most retail categories.

<sup>3</sup> Retail Market Analysis based on information from CoStar Group, ESRI and C&S Companies.



- Personal income and disposable spending levels in the East End BOA study area and vicinity are low.
- Traffic counts of approximately 10,000 vehicle trips per day along East Main Street are in the low, marginally acceptable range for convenience-oriented retailers that depend on passerby traffic to support sales.
- In the East End BOA, East Main Street properties – and corner properties in particular – offer the best potential as retail sites due to their centrality and accessibility.
- Grocery, general merchandise and other key retail services are not widely available in the East End BOA and surrounding neighborhoods.
- In the East End BOA, East Main Street properties – and corner properties in particular – offer the best potential as retail sites due to their centrality and accessibility.
- Grocery, general merchandise, or small strip-style retail centers may be possible in East End locations, depending on an individual developer's or operator's criteria.
- Market conditions may be appropriate for discount-oriented retailers in the East End and vicinity, scaled to serve the residents of surrounding neighborhoods.
- Typical site requirements are approximately in the 1-1.5 acre range to support development on a scale of 10,000-15,000 square feet.
- Retail Development – Conclusion

The East End BOA and surrounding neighborhoods lack immediate access to a variety of retail goods and services including grocery stores, general merchandise, and other retail categories. Large-scale retail development is concentrated along the NYS Route 30 corridor north of the City of Amsterdam, and this retail districts serves a regional population. Possible retail opportunities may exist for limited-scale, discount-oriented grocery and other retail along the Main Street corridor within the East End BOA study area.

## Multi-family Residential Development

In the Amsterdam market, multi-family residential properties include four-or-more-unit residential conversions, low-rise and mid-rise multi-story apartment buildings. With a few exceptions, most multi-family housing is located within the City of Amsterdam and concentrated in the Downtown area and surrounding neighborhoods.

There are 85 multi-family residential properties listed for the Amsterdam market area, totaling more than 1,100 units. Most of these multi-family residential properties are relatively small – only 11 properties have more than ten units, and three have more than 100 units. The overall average is approximately 14 units at 843 square feet per unit. Many multi-family properties in the market are large, old residential structures that have been converted to hold four or more units, leading to a median age of 100 years among listed properties. The quality of these units is not indicated in this data. Parcel sizes and acreage/unit values vary widely based on factors including number of units and number of stories for a given property.

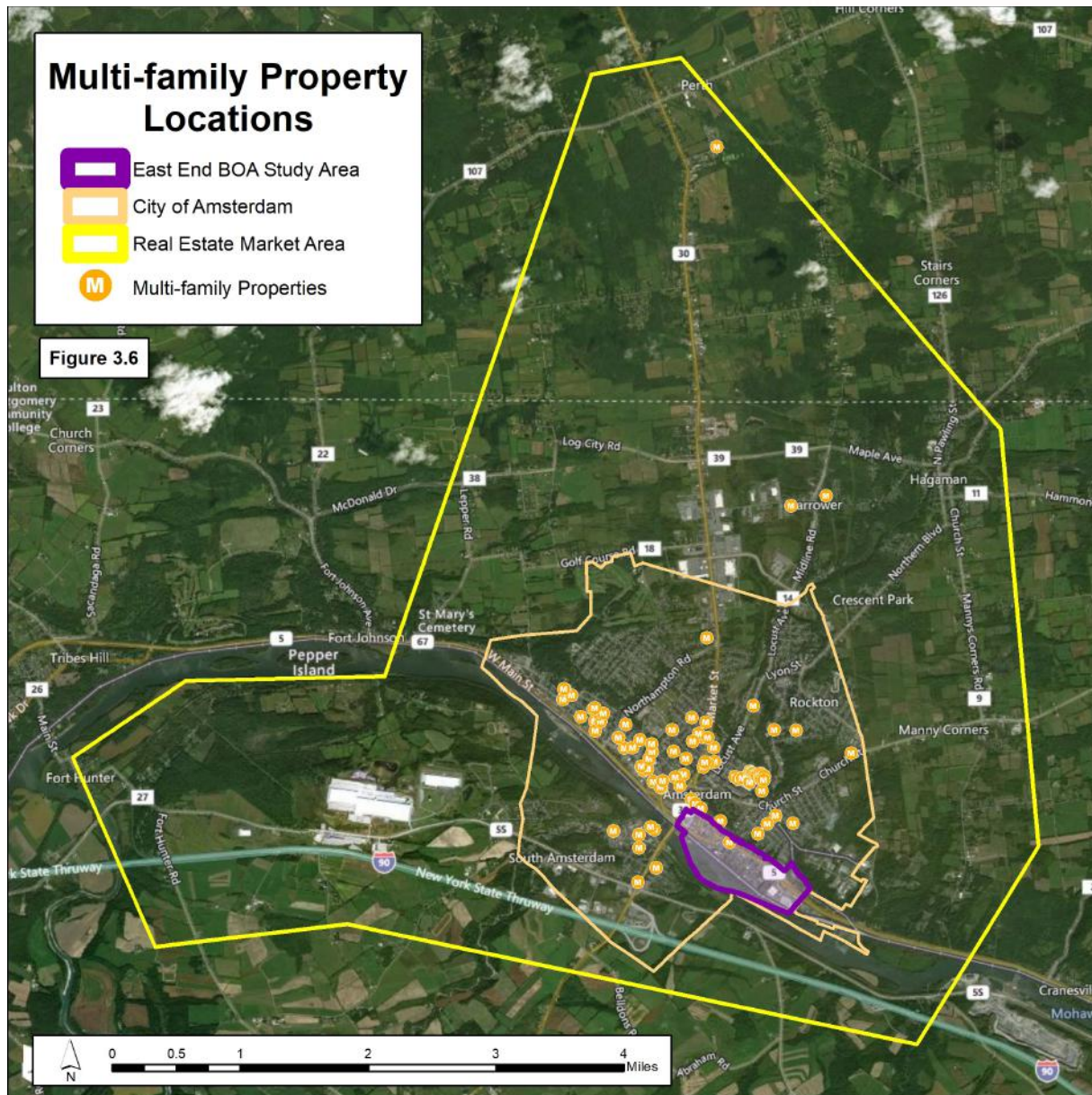


Figure 23: Multi-Family Property Locations

Over the 11-year analysis timeframe from 2009-2019, there was only one multi-family residential delivery of 50 units (in 2010). On average, 4.5 units were delivered annually over this timeframe and average annual absorption was 7 units per year. Vacancy in multi-family properties stands at approximately 5 percent and has steadily declined over the past several years. Average rents have increased slightly in recent years to \$744/unit and \$0.95/square foot.

Two multi-family apartment projects have been proposed recently in the Amsterdam market. A 60-unit, three-story housing complex will be developed at 251 East Main Street in the East End BOA study area. The second residential project is a 120-unit mixed-income waterfront development on the south side of the Mohawk River; however, the status of this project is uncertain.



## Multi-family Residential Development – Key Observations & Takeaways

- While further population decline within the Amsterdam area is expected over the coming period, overall employment growth is also projected for Montgomery County.
- Newer multi-family housing stock is limited in the Amsterdam market given the last known multifamily development was delivered in 2010. Much of the existing housing stock in the Amsterdam market is aging, with many properties in deteriorating condition.
- Multiple stakeholders suggested that the limited availability of quality market rate rental housing may present a challenge for housing younger, professional, and non-family households as well as older residents. Stakeholders also noted an interest by residents in mixed-use development with walkable access to amenities often associated with that environment (parks, food & drink, etc.).
- Potential demand would appear to be driven primarily by a need for improved housing quality and specialized needs (i.e. senior or affordable) rather than an overall shortage of housing supply – as evidenced by increasing vacancy rates.
- Unmet needs appear to exist for modern, quality affordable and senior housing in the East End study area and elsewhere in the market.
- Given the Amsterdam community's limited growth, the status and success of currently proposed multi-family residential projects may be observed to gain insights about the market's potential to support additional multi-family residential development.
- The current East End BOA building stock may offer some opportunities for investment in the rehabilitation of existing structures for mixed-use or residential units.
  - ➔ Opportunities for adaptive reuse are likely limited to buildings with unique or exceptional features that would warrant investment.
  - ➔ Building scale, structural, environmental, financial, and other challenges may exist for adaptive reuse.
  - ➔ Former industrial facilities have supported successful housing projects elsewhere in the region and Upstate NY. East End BOA properties would have to be evaluated in detail before a determination could be made about their potential to support housing.
- Improved connections to the Downtown area (potentially resulting from DRI) could support walkable access to Main Street amenities in a manner favorable for market-rate housing in the western part of the study area.
- For new projects, general guidelines for possible multi-family housing development in the East End BOA study area or elsewhere in the Amsterdam market include:
  - ➔ Property size two acres or more
  - ➔ 2-4 stories

- ➔ 50-120 units, mix of sizes
- ➔ Affordable component and/or senior housing needs present in the community

### Multi-family Residential Development – Conclusion

The market setting for multi-family residential development is somewhat complex. The Amsterdam market's population is gradually declining, but county-level employment is expected to increase in some key industry sectors. A sufficient volume of housing stock is available to support the population, but the age and quality of many properties fall short of ideal conditions. Stakeholder feedback, as well as two recent multi-family development proposals in the market, suggest that demand exists for new, quality apartment housing in the Amsterdam market. Affordable and senior housing needs are likely present in the community, as well as market-rate housing. Given the market size and limited growth, the entry of new (currently proposed) housing developments would provide an opportunity to observe and gain insights about the market's potential to support additional multi-family residential development. Within the East End BOA study area, the Main Street corridor and immediately surrounding properties likely present the best setting for multi-family residential development.

### Summary

The East End BOA market analysis examined office, industrial/flex, retail, and multi-family residential real estate development formats in order to identify possible market-supported opportunities for the reuse and/or redevelopment of properties within the BOA study area.

Overall rates of growth and development demand in the Amsterdam are low to moderate, and the region holds an abundance of competitive development sites. However, opportunities may exist for small to mid-scale development within the BOA study area – this would include multi-family residential, industrial, retail, and to a lesser degree office development.

Some individual properties in the East End BOA study area may hold adaptive reuse potential depending on a variety of financial, environmental and other factors as well as operator needs. Generally speaking, undeveloped or development-ready sites offer greater flexibility and are most conducive to new construction. The consolidation of multiple adjacent properties to create large sites for single or multiple uses may be beneficial in enhancing the area's development potential.

In a limited market, East End development sites will benefit from the environmental investigations, cohesive planning, and enhanced visibility provided by the BOA program. Sites and opportunities should be considered on a case-by-case basis, and sustained collaboration among local governments and economic development agencies is key to advancing redevelopment pursuits in the East End BOA study area.



# PROJECT GOALS, OBJECTIVES AND VISION STATEMENT

Following community outreach, conversations with stakeholders and Steering Committee meetings; goals and objectives were developed for the East End BOA. The overall goals were created from key themes that were noted during the planning process as well as reinforce goals established in Amsterdam's Downtown Revitalization Initiative Application and other past planning documents to maintain consistency within the City. The following goals shape the strategic site reuse and projects suggested for the East End BOA.

## Goals and Objectives

### Transform Amsterdam's economy

- Increase opportunities for entrepreneurs by providing mixed-use areas close to customers and local shoppers
- Forge public-private partnerships to reuse and revitalize land and buildings
- Investigate designating local arts, cultural, and entertainment districts with special incentives to revitalize former industrial complexes
- Attract retailing back to commercial areas in accessible, pedestrian-friendly settings

### To increase accessibility throughout the BOAs and between the BOAs and other Amsterdam neighborhoods

- Continue efforts to make the BOA more accessible through creative transportation solutions
- Develop solutions to provide protected highway and railroad crossings for pedestrians and bicycles
- Develop multimodal gateway features celebrating the unique culture of the BOA
- Improve the visual appearance, legibility, and brand of the community by developing and implementing public realm design standards

### To revitalize and reinvigorate neighborhoods

- Ensure an adequate supply of housing for all community members
- Promote Amsterdam as a destination of residential and visitor choice
- Inventory and understand the patterns of disinvestment in Amsterdam's housing stock to prioritize action
- Encourage small-scale commercial nodes to serve neighborhood residents such as restaurants, small grocers and services

**To promote healthy lifestyles, tourism and alternative transportation and opportunities for enjoyment through development and enhancement of parks, trails, bikeway, greenways, and open spaces.**

- Link the Chuctanunda Trail to the regional network of recreational and transportation paths and trails
- Link shopping areas, tourism and heritage and cultural destinations to the local trail system
- Install bike lockers and bike racks at trailheads and destinations.
- Ensure a complete sidewalk and crosswalk system on City streets and install bicycle lanes and shared roadways on all on-road bicycle trails

## Vision Statement

***“The East End BOA is in the heart of our community, woven from the strong fabric of our industrial and commercial heritage. We have transformed what could be into what will be in our restored central core, neighborhoods, and vital former industrial areas. The East End serves as a beautiful gateway to prosperity on the Mohawk River. It is a regional hub, inviting and connecting residents, visitors and businesses.”***

## Strategic Sites

Based on the Inventory and Analysis and the Economic and Market Analysis, coupled with the results of extensive community outreach, the Steering Committee selected five Strategic Sites covering almost 22 acres within the East End BOA Study Area (Map 12-East End BOA Strategic Sites). The Strategic Sites below are believed to be catalytic to the successful redevelopment of the East End, being perceived as not only having a positive impact on the immediate neighborhoods themselves but the City of Amsterdam and region as a whole.

The sites identified below also have contributed to blight within the East End and City of Amsterdam for decades and have been identified as significant concerns by community members and stakeholders.

Much of the existing development within the City of Amsterdam has historic and sentimental value within the City therefore it is a project goal is to maintain Amsterdam’s rich history while focusing on redevelopment and adhering to adaptive reuse whenever possible. Adaptive reuse also gives developers more opportunity to use available tax credits that assist with financing major projects. The sites below have the potential to be combined with other portions of surrounding land to create dense, mixed-use development that keeps Amsterdam’s historic charm intact while continuing revitalization and advancing goals to become a destination within the region.



## Train Depot

Located at western end and terminal of Front Street, directly east of Riverlink Park, this site offers the potential for a community gathering space with open-air capabilities due to multiple large garage doors. The Train Depot not only has immense potential in regards to its character but it also is situated in close proximity to the City's downtown and major recreational hub, Riverlink Park, as well as being close to the Mohawk River.

There is ample space surrounding the Train Depot to provide parking for festivals, seasonal shopping opportunities, farmer's markets and small weddings. Currently there is no pedestrian activity within this area due to the active rail line and tire service operation that is occupying the depot. This is also due to Front Street being underutilized as a thoroughfare within the city. This area is expected to see an increased amount of new development surrounding it due to Downtown Revitalization Initiative projects including a new City Recreation Center and the reconfiguration of Route 5. The Train Depot would be a prime opportunity for adaptive reuse and historic tax credits. At one point, the Train Depot was the main hub for transportation within the City of Amsterdam for both passenger rail and industrial operations.

The site could not only host events and small-scale retail but also be an opportunity for learning opportunities surrounding the history of rail in Amsterdam.

## Front Street Building

The Front Street Building is located immediately north of the Train Depot in close proximity to both the Mohawk River and Riverlink Park near the western boundary of the Study Area on a 1.17 acre site. The building is two-stories and 35,000 square feet with surrounding vacant lots that would be able to provide parking if necessary or the opportunity for an open space or large patio. The building has the capacity to fill amenity gaps within the East End of Amsterdam and provide a restaurant, brewery and gathering space that complement Riverlink Park and new development like the DRI Recreation Center project.

## Fownes Building (DeGraff and Elk Street)

The Fownes Building is prominent within the City of Amsterdam's skyline and is visible from major transportation routes such as I-90 and Route 5. The multi-building site once served as an industrial powerhouse in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries and is now serving at only half capacity. The structure is privately owned, six stories and contains a total of over 135,000 square feet of space. The properties parcels combined total 9 acres.

Typical of turn of the century architecture, the Fownes Building is considered a 'daylight factory' that employed the use of recently invented reinforced concrete to create an open floor space and taking advantage of sunlight. Currently, a number of the floors are unoccupied, leaving the space feeling inactive. The site, if redeveloped, could be a major contributor to revitalization of the East End neighborhood and a destination that provides views of the Mohawk River.

## Department of Public Works Site (East Main Street)

The City of Amsterdam's Department of Public Works is currently located directly south of Main Street in close proximity to the City's eastern gateway. The site itself is just over four acres with one 12,000-square-foot, one-story building. The Department of Public Works is currently in the process of relocating, allowing the property to be ready for redevelopment. Reconstruction of the lot and current streetscaping could allow for the site to be transformational and a major draw for those utilizing Route 5 passing through Amsterdam as well as for residents of the surrounding neighborhoods.

## Riverfront Center

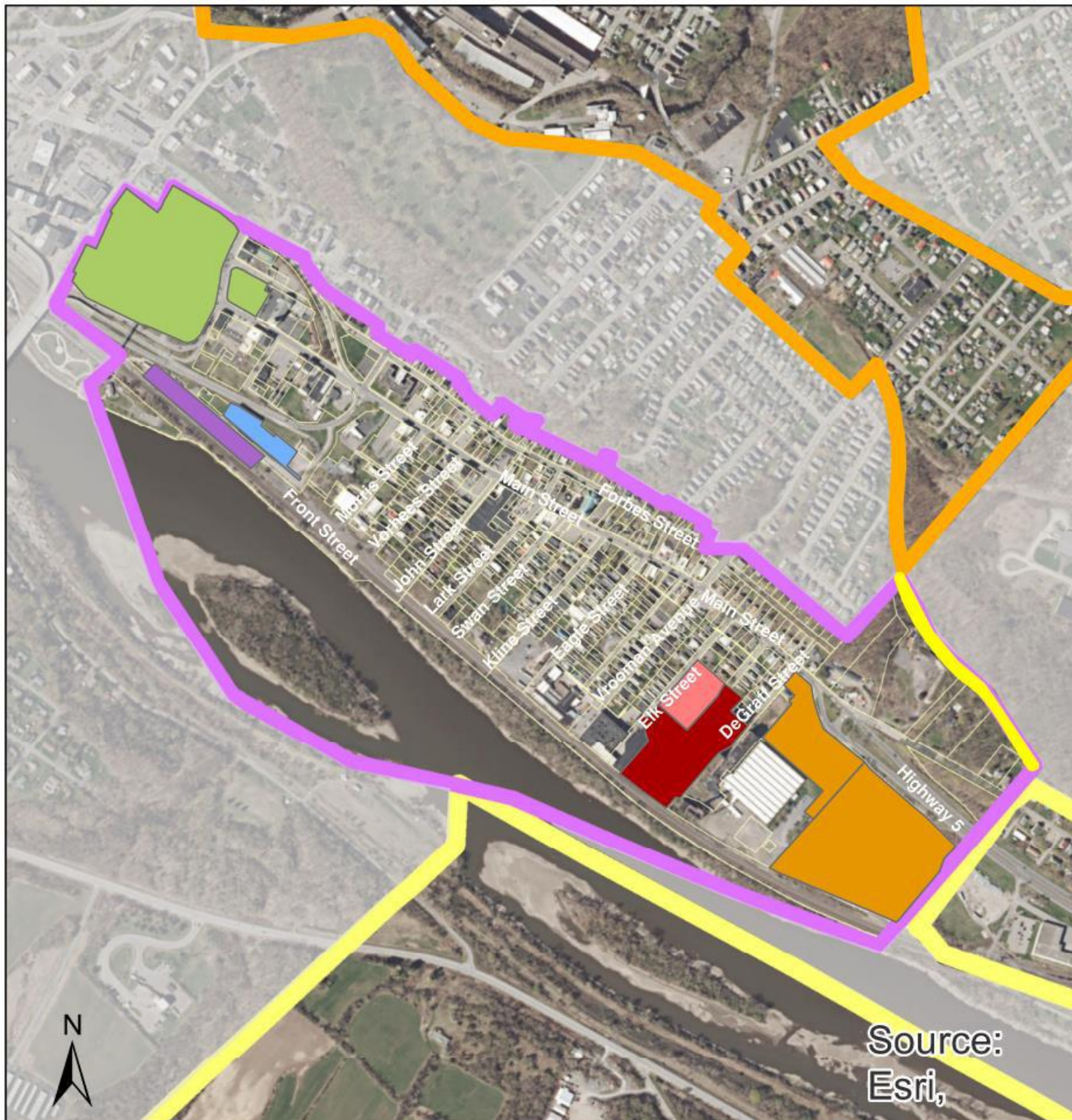
The Riverfront Center is privately owned, located north of Riverlink Park and the CSX rail line and is viewed as a physical boundary between Amsterdam's downtown corridor and the East End neighborhood. The center occupies 13 acres with an attached vacant, condemned above-ground parking ramp that total a combined 290,000 square feet.

The mall building is underutilized with many vacant spaces. A portion of the former retail space within the Riverfront Center is occupied by medical and social service offices as well as radio space and a few small restaurants.

The Riverfront Center provides an important connection via pedestrian bridge over the rail line to Riverlink Park. However, the pedestrian bridge connection is difficult to find for those who are not familiar with the area. The connection to the park is located on the roof of Riverfront Center south of Main Street. This is the only connects to Riverlink Park on the north south of the Mohawk River.

There have been multiple studies done regarding reuse and restructuring of Riverfront Center.





## Legend

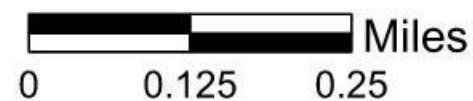
- DeGraff Street Properties
- Rail to Trail line
- DPW and Eastern Gateway
- Riverfront Center
- Fownes Building
- Front Street Building
- Train Depot
- East End Boundary
- Northern Neighborhood Boundary
- City of Amsterdam Boundary

## City of Amsterdam New York



## Brownfield Opportunity Area Study Area

### Map 12: East End BOA Strategic Sites





# MASTER PLAN

## Summary, Analysis, Findings and Recommendations

The analysis of existing physical, socio-economic and market conditions along with collecting responses from the local community through diverse outreach within the Study Area have led to the formation of strategic site recommendations and key strategies to assist the City of Amsterdam to achieve its vision for the Study Area. It is the goal of the Master Plan to not only have a positive impact on the East End neighborhood but to suggest projects that are catalytic for entirety of the Amsterdam community, Montgomery County and Mohawk Valley region.

The following plan for the City is a culmination of an 18-month planning process which included multiple opportunities to receive public input that assisted with the developed of strategic sites and other projects. A summary of the public participation can be found within the Inventory & Analysis section of the Nomination document. The following Master Plan reflects the goals of the Amsterdam community and the vision created by the BOA Steering Committee. The Master Plan is grounded in economic realities for the area.

The Master Plan contains a number of development initiatives and proposed projects that are anticipated to play a significant role in the revitalization of the community and create new economic opportunities.

Implementation strategies identified later in this document are meant to be a tool for the City of Amsterdam when pursuing new suggested projects and improvements within the BOA. Strategies include different sources of funding, new or continued project partners, and the phasing of projects to attract development.

## Priority Sites

To illustrate the potential of strategic sites and serve as a place to begin the conversation about project implementation, two graphic concepts were prepared for strategic sites in the East End Brownfield Opportunity Area. The concepts focused on

- Former Department of Public Works Eastern Gateway
- Front Street Redevelopment

### Former Department of Public Works Eastern Gateway

At the Eastern Gateway, the proposed concept addresses scale and intensity as well as the provision of goods and services for residents in their neighborhoods. The Eastern Gateway is located at the City line on Route 5 and is currently characterized by monumental space designed to be dominated by the automobile. The gateway area lacks arrival features or other celebratory



elements such as signage or streetscaping. The area is further characterized by industrial uses including the Lower Mill Complex and DPW. The DPW is leaving the site, presenting the opportunity to reimagine its site.

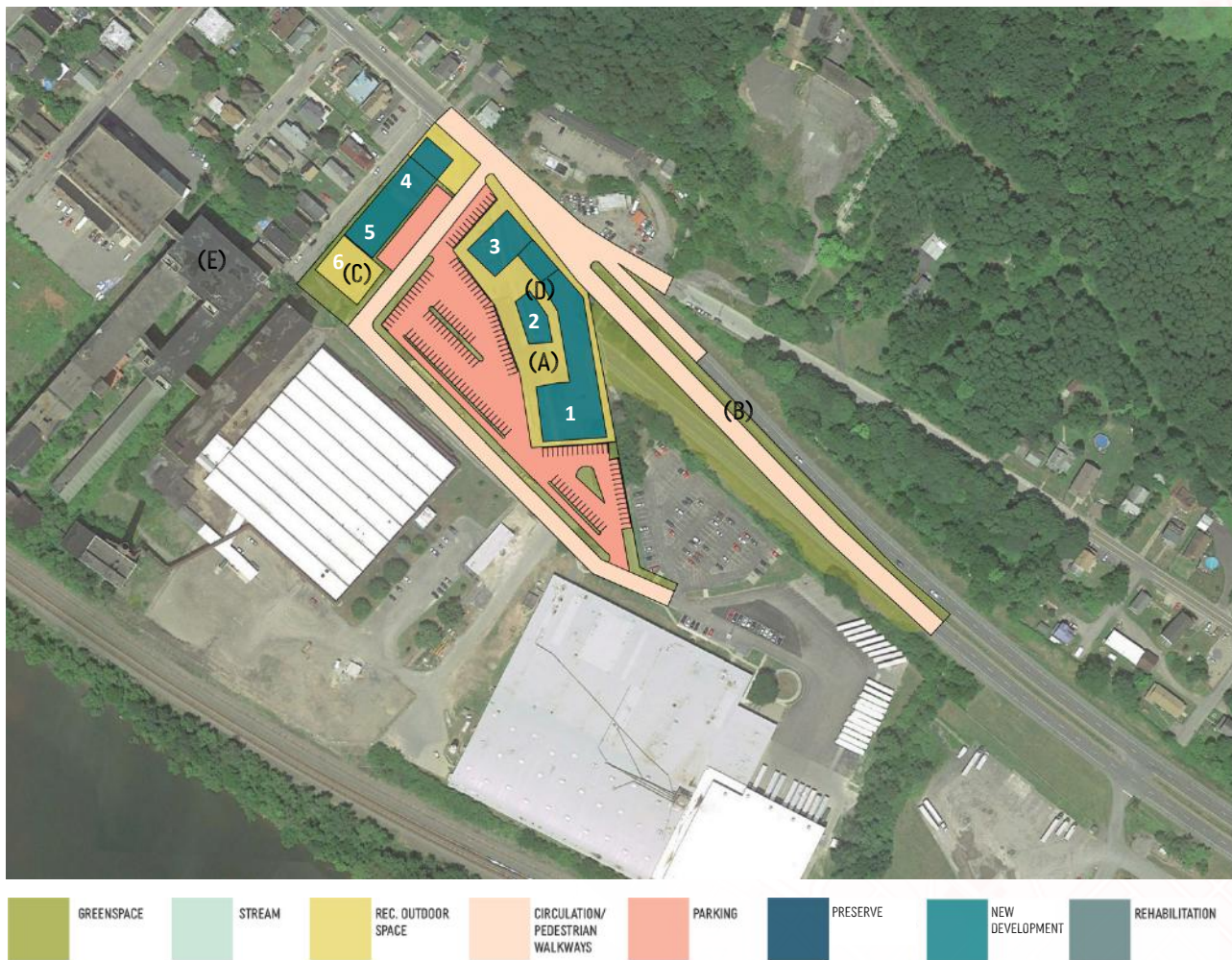
The Market Analysis stated that opportunities may exist for small to mid-scale development including retail. The Market Analysis also noted small strip-style retail centers may be possible in East End locations, depending on an individual developer's or operator's criteria. In the East End BOA, East Main Street properties, such as the Former Department of Public Works building and associated lot offer the best potential as retail sites due to their centrality and accessibility.

Following the Market Analysis, it was shown that grocery, general merchandise and other key retail services are not widely available in the East End BOA and surrounding neighborhoods. The concept shows a plaza replacing the DPW complex and imagines uses such as a grocery and other retail uses, healthcare and childcare services, and some residential uses. The plaza is situated at the road for heightened visibility and pedestrian access. Internal to the site, which shares access with other nearby commercial complexes, the circulation system is simplified to increase ease of access, wayfinding and pedestrian safety.

External to the site, the concept shows that Route 5 is straightened to create space for multimodal access, to simplify external circulation and access to the site to/from Route 5, and to provide additional space for gateway and arrival features. The width of the roadway is reduced, resulting in calmer and slower traffic. Enhanced pedestrian access to a new plaza with retail and services addresses residents' direct needs. Transforming this site provides the related benefit of providing incentives for redevelopment of the monumental Lower Mill Complex and other vacant industrial sites as well as the entire neighborhood itself.



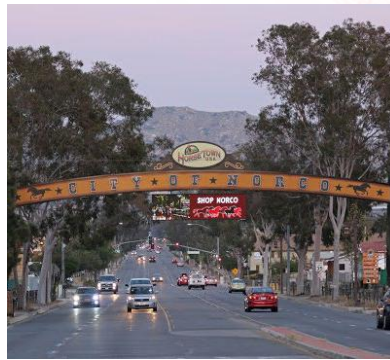




## PRECEDENT IMAGES



(A)



(B)



(C)



(D)



(E)

## FUNCTION DETAILS

1. GROCERY STORE
2. RETAIL STORE
3. MEDICAL IMMEDIATE CARE
4. COMMUNITY SERVICES/ DRUG AND ALCOHOL PREVENTION/ EMPLOYMENT SERVICES
5. DAY CARE
6. DAY CARE YARD



## Front Street Redevelopment (Train Depot and Front Street Building)

Front Street is reimagined as an entertainment district in the graphic concept which highlights multimodal connections. As it currently exists, Front Street is set in a confusing circulation system. Making the situation even more confusing, Front Street is actually two parallel streets. The proposed concept addresses the southern extent of Front Street, closest to the Mohawk River and Riverlink Park. Through the Downtown Revitalization Initiative, the City of Amsterdam is working with NYSDOT to untangle the roadways in this area and make the road network more intuitive.

Front Street is adjacent to Riverlink Park, and Riverlink Park is only accessible from the north only via the pedestrian bridge due to the active rail line. An at-grade crossing of the rail line is impractical from a safety standpoint. Front Street is a dirt road with several interesting buildings, notably the historic stone warehouse owned by the City and the former train depot building currently occupied by Terleckey Tire Services. The concept shows that the business can co-exist with the reuse of the district if the owners are interested in leasing unused space within the complex.

The opportunity for Front Street is to build on the City's commitment to untangling the access and circulation system. Front Street can build upon the success of Riverlink Park by developing into an entertainment district offering the kinds of attractions and gathering spaces that will bring people down to the waterfront and stay close to the waterfront for extended periods of time creating an all-day or all-night experience. An additional pedestrian access point, at approximately the midpoint in the existing pedestrian bridge, will provide access to Riverlink Park from Front Street, alleviating frustration over lack of access.

The implementation of new uses to the East End and waterfront such as restaurants, a weekly or seasonal farmers market, lofts, a roof top bar with views of the water, small event space, and artists' spaces, along with bike lanes, sidewalks and visitor parking will support continued development of Amsterdam as a tourism destination and bring the Front Street back to life.







## PRECEDENT IMAGES



(A)



(B)



(C)



(D)



(E)

## FUNCTION DETAILS

1. MOVIE THEATER
2. LOFTS, STUDIO APARTMENTS
3. ART SPACES, RESTAURANTS, LOCAL BUSINESSES
4. SHIPPING TRUCKS PARKING
5. SHIPPING TRUCKS ENTRY
6. FARMERS MARKET
7. ROOFTOP BAR
8. VIEW OF THE WATER
9. CONNECTION TO RIVERFRONT PARK



## Fownes Building Mixed-Use and Artist Space Development

The Fownes Building has been a long-standing source of blight within the City of Amsterdam and especially within the East End BOA. However, the Fownes Building is a Towering landmark that has been present within the East End neighborhood since the peak of industrialization along the Mohawk River. The Fownes Building is visible from Amsterdam's major transportation routes and nestled between Amsterdam's gateway and Main Street, homes, industrial businesses with views of the Mohawk River.

According to the Market Analysis, although there has been new residential development within the City of Amsterdam in recent years, including in the East End BOA Study Area, the need remains for Unmet needs appear to exist for modern, quality affordable and senior housing in the East End study area and elsewhere in the market.

The Fownes Building should include both living space as well as other amenities such as commercial uses (coffee shop or a small cafe) on its first floor with residential above and residential amenities such as a gym, casual gathering spaces and areas to work or study.

Due to the overall size of the Fownes Building there is ample space for commercial development as well as traditional and untraditional office space. Given the traditional Daylight Factory style of the building, the space lends it to being complimentary being an artist space or innovation hub.

The Mentholatum in Buffalo, New York, shown below, is an example of a successful mixed use redevelopment of a Daylight Factory. The 80,000-square-foot factory is among several projects serving as the cornerstones of Niagara Street's redevelopment, and area slated with many brownfield sites but slated for revitalization. The Mentholatum boasts 49 market rate apartments, street level retail, outdoor patios and recreation space, and picturesque views of the Upper Niagara River, City of Buffalo and Peace Bridge. The project also provides parking spaces on the lower-level, as well as substantial surface parking.







## Riverfront Center Reconfiguration

Riverfront Center is located in the heart of the City of Amsterdam. Located on the western border of the East End BOA neighborhood, directly north of Riverlink Park and just east of Amsterdam's downtown, the Riverfront Center holds the potential to return to its role as a central gathering space for City of Amsterdam residents and visitors.

Due to its size and positioning within the City, multiple studies have been completed regarding the now partially vacant and underutilized mall and how it impedes natural connections within the City. Prior to the construction of the mall, Main Street ran through this area, connecting the west and east side of the City. This critical connection was severed to make way for the mall in the 1970s.



The current building is unappealing from the outside and is connected to a condemned parking garage. The unattractive structure is highly visible to pedestrians who are downtown or at Riverlink Park, and is also one of the first building visitors see when traveling over the heavily trafficked Route 30 Bridge that traverses the Mohawk





River. Suggestions from past studies include demolishing portions of the structure and creating additional green space to create multimodal connections that link to both Main Street and Riverlink Park. Other suggestions include enhanced lighting outside of the structure, creating a safe nighttime attraction in close proximity to Amsterdam's downtown.

The central location along the Mohawk River and close to downtown, overall size and existing accessibility of Riverfront Center also make it favorable for a visitor's center and information hub with information about events and destinations within the City, public bathrooms, water fountains and secure bicycle racks.

The Niagara Falls Official Visitor Center in the heart of the downtown of the City of Niagara Falls has a similar history as the Riverfront Center, as it was once the downtown mall known as the Rainbow Centre. This 1980s urban renewal project included the demolition of a number of downtown buildings, the removal of city streets, and the consequent disruption of logical traffic patterns to create the space necessary for the underperforming mall. Following complete





closure in 2005, the mall was gutted and a culinary institute and large book store opened in the southern portion of the building and the remaining portions of the structure were turned over to the City of Niagara Falls for future redevelopment. The repurposing of the remaining space into a high-density, mixed-use development with restored pedestrian access through the center of the building and active ground-level services is underway.

## Front Street Pedestrian Enhancements

Front Street is directly adjacent to Amsterdam's active rail line and connects to the existing residential neighborhoods within the East End as well as Riverlink Park, and the City's post-industrial buildings. Front Street also connects directly to Main Street, one of the City's busiest thoroughfares, yet remains highly underutilized as a pedestrian, bicycle, or automobile corridor. This is in part due to the lack of amenities, wayfinding and attractiveness of the street itself.

Front Street has the potential to serve as a new, attractive and safe pedestrian connection starting near the East End gateway and leading all the way to Riverlink Park. The street could include designated lanes for pedestrians and cyclists as well as lighting, new plantings, shade trees, bicycle racks and the installation of wayfinding and interpretive signage. Additional actions could also include the construction of a Front Street overlook to enjoy views of the Mohawk River that are currently blocked by the existing rail line and natural overgrowth. Because a majority of the land is already cleared and is easily accessible, the City of Amsterdam would be able to focus on design as soon as funding is available.

The Front Street enhancements would be directly connected to the Train Depot and Front Street building Redevelopment initiatives. Front Street enhancements would provide a safe route for community members to access new amenities near Riverlink Park and would create an increase in recreational activity in an area.





## Amsterdam Rail Trail

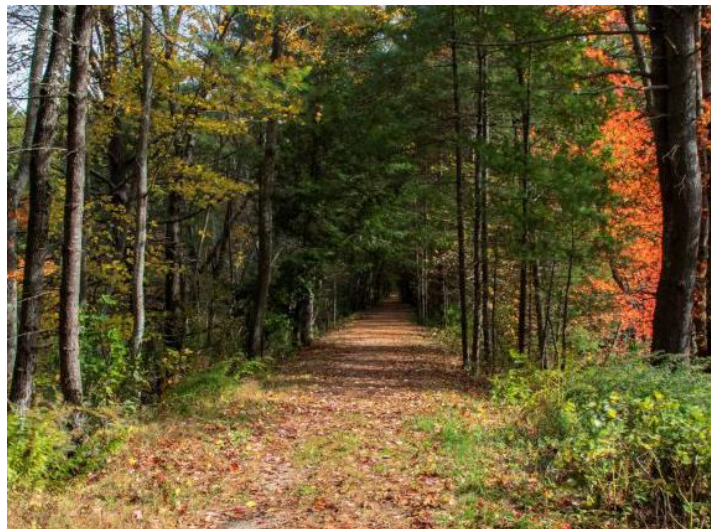
Rail trails are growing in popularity across the United States and provide a tranquil setting away from a typical sidewalk route on busy urban streets that create critical community connections. Amsterdam's Step 1 BOA Pre-Nomination Study included both the East End and Northern Neighborhoods but, at that time, the two study areas were not adjacent. However, the existing vacant rail line that begins just north of the City's Eastern Gateway and travels north into the Northern Neighborhoods provides an excellent opportunity to connect the two Study Areas. Based on this, the northern border of the East End BOA was expanded to reach the southern border of Amsterdam's Northern Neighborhood BOA.

There are only two existing off-road recreational trails within the City: the Chuctanunda Creek and Empire State Trail, neither of which are located within the East End BOA boundary. This project could include potential connection to the existing Chuctanunda Creek Trail to begin a comprehensive and connected trail network throughout the City. Like the Chuctanunda Creek Trail, the Rail Trail could include amenities such as bike racks, benches and historic as well as ecological interpretation panels.

## Master Plan Summary

The Master Plan for the East End neighborhood addresses a number of existing economic opportunities such as: new, modern housing, as well as new retail and community services that are within walking distance and have the potential to provide jobs.

The Master Plan also addresses the lack of available outdoor recreation and multi-modal opportunities for current residents and visitors alike. New trails and street enhancements provide a functional, practical way for community members to access new parts of the City they may have not had the chance to explore.



# IMPLEMENTATION

The following implementation strategy was developed from the initial Step 1 BOA Study and the Step 2 Nomination process. This plan is intended to leverage existing planning and Amsterdam's strengths as well as additional improvements to fill the gaps in areas such as quality of life for community members, tourism, and development.

The following implementation strategy emphasizes economic development opportunities, funding sources and phasing of projects to ensure that the Step 2 Nomination Study is utilized to its fullest possible extent by the City of Amsterdam. The Implementation also stresses recommendations that will be catalytic not only for the City of Amsterdam but also Montgomery County, the Mohawk Valley Region and New York State as well. Amsterdam has the power and resources to transform their identity from a community that is often driven through to a community that people stop and stay in for a while.

## Key Findings and Recommendations

The City of Amsterdam's Department of Community and Economic Development has been a leader in furthering the success of economic development initiatives throughout the City that aid in revitalization. Below are strategies that the City should continually refer back to assist with advancing development and prosperity within Amsterdam.

### Continue Waterfront Development and Attractions

The City of Amsterdam is only on the cusp when it relates to waterfront development and new waterfront attractions. Although Amsterdam has made strides in past years along the Mohawk River, including the Pedestrian Bridge and Riverlink Park, there is a vast amount of waterfront that the City is able to still capitalize on and make accessible to the public. As noted in previous sections waterfront development, enhancement and attractions include development in the Lower Mills and Front Street, the repaving of Front Street, and increased connections and wayfinding signage to Riverlink Park.





## **Establish New Connections to Downtown Amsterdam**

The East End BOA is in close proximity to the City's downtown core. When deciding future development or quality of life improvements within the East End BOA, the opportunity for creating additional connections to Amsterdam's downtown should be taken into consideration. The East End BOA is able to reap some of the Downtown Revitalization Area benefits due to overlap into the DRI boundary including the new recreation center and Route 5 configuration.

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## **Maintain Existing Local, Regional, and State Partnerships**

The City has existing partnerships with New York State Canal Corporation, New York State Department of Transportation and New York State Department of State as well as New York State Department of Environmental Conservation. To increase the likelihood of future development initiatives and Study Area improvements, it is suggested that the City of Amsterdam maintain these relationships while growing partnerships with the U.S. Environmental Protection Agency, the Community Foundation for the Greater Capital Region, New York State Homes and Community Renewal, and the Capital Region Land Bank.

## **Continued Grant Applications and Implementation**

The City of Amsterdam has leveraged over \$10 million in grant funding since 2018 and continues to apply for both federal and state grant initiatives such as the Consolidated Funding Application and the U.S. Environmental Protection Agency Brownfield Assessment Grant and grants through National Grid. A combination of local and federal grants will allow the City to carry out various improvement projects that will impact the region.

## **Transformative Project Selection**

The City could select one or more of the noted strategic sites as it's a transformative project. The purpose of a transformative project is to induce surrounding development to raise the entire profile of the East End BOA and City of Amsterdam as a whole. Similar to Amsterdam's Pedestrian Bridge and Riverlink Park, a Transformative Project can assist with raising property values, increasing responsible development and new vitality to create a self-sustaining neighborhood within the East End BOA.

This type of development requires a vast amount of effort and leadership starting with the City of Amsterdam along with requiring acquisition of multiple grants, creating new and continuing existing partnerships and capitalizing on the Mohawk River waterfront.

Development such as this has the capacity to occur at the now vacant Department of Public Works site, the Fownes Building or the Front Street focus area consisting of the Old Train Depot and adjacent parcels.

## Marketing and Branding Amsterdam as a Destination

The City of Amsterdam has been continually noted as a City that many drive through to reach other regional destinations such as Saratoga Springs and the Adirondack Mountains. With the anticipated implementation of identified BOA projects and the ongoing DRI initiatives throughout the City, the City of Amsterdam can now leverage their existing planning and recently completed projects and brand themselves as a destination to tourists and a great place to live, work, and play. The City and Montgomery County have a rich history as well as natural beauty. It is suggested that the City works alongside Montgomery County and a marketing firm to highlight its positive aspects and continue attracting those traveling as well as those looking for a place to live.

## Selective Demolition

The City should consider selective demolition of a number of deteriorating homes within the East End neighborhood. Many of the homes within the East End neighborhood were constructed when mill and manufacturing operations were at their peak. Following the closure of the industrial powerhouses, many homes were left vacant or with absentee landlords, and home maintenance became inadequate. A new, targeted approach is suggested that focuses on the East End neighborhood streets including Lark Street, John Street, Forbes Street and Voorhees Street.

Selective demolition could allow for smaller, single-family homes to be constructed or the assembly of land into larger lots for multi-family housing.





## Investment in Public Transit and Multimodal Transportation

Perhaps one of the biggest takeaways from the outreach conducted during the Step 2 Nomination process and various Steering Committee meetings was feedback regarding lack of public transportation within the City of Amsterdam and the difficulties that come with not being able to utilize reliable, consistent forms of public transportation. The City of Amsterdam is continuing to invest in multimodal trails, sidewalks and street improvements, but given the size and nature of existing transportation infrastructure, a public transportation option would be incredibly beneficial to community members.

## Funding Sources and Partners

Funding sources are critical for the advancement of projects that aid in economic revitalization and community enhancements. Funding can come from a variety of sources including private local entities, regional entities, state departments and federal agencies. Availability of funds dedicated to different programs varies year to year and typically require levels of criteria that may not be met by all strategic sites or suggested projects.

Continued, long-term momentum created by the Step 2 BOA process is crucial to the advancement of transformative projects. Fostering this momentum created from community outreach, online and stakeholder engagement and development of new local champions who are passionate about strategic sites and other projects identified should be strongly encouraged after the East End BOA is designated.

The funding sources provided below should serve as a guide to the City of Amsterdam. All identified funding sources are provided due to being pertinent to one or multiple suggested projects. There are also sources of funding mentioned that may not directly pertain to East End BOA projects but can be utilized when considering other development within or close proximity to the BOA.

The City of Amsterdam already uses funding sources and grants to the highest extent and it should be noted that the City has been successful in being awarded many contracts from the sources below.

The status of available funds from the sources below are unknown at this time due to COVID-19 and it's drastic effects on regional, state and federal budgets.

## Planning and Infrastructure

### New York State Regional Economic Development Councils

- New York State provides grants and other funds through ten regional councils that prioritize projects for funding in each region
- Each regional strategy is updated annually
- Use of funding is tied directly to advancement and implementation of regional economic

development strategies (priority given to communities that meet councils strategies/ goals)

- Procured through Consolidated Funding Application process
  - ➔ Consolidated Funding Applications are due once a year, typically in summer months

### **Empire State Development Grant Program**

- Up to \$150 million as of 2017 (varies annually) for business investment, infrastructure investment, or economic growth investment
- No funding limits per project
- Eligible entities include municipality, business, or non-for-profit corporation, county, regional commission
- Seeks to provide no more than 20% of project cost with applicant contributing at least 10%
- Example:
  - ➔ Lockport Downtown Revitalization Initiative, 2018

### **ESD Strategic Planning and Feasibility Studies**

- Up to \$1 million available as of 2017
- \$100,000 max per project
- Only municipalities eligible
- Requires 50% minimum match in funds including minimum of 10% cash
- Examples:
  - ➔ Gowanda Area Redevelopment Corporation, 2019 (economic redevelopment study)
  - ➔ St. Lawrence County IDA, 2019 (strategic planning and feasibility study of industrial zoned property for mixed use development)
  - ➔ Syracuse-Onondaga County Strategic Planning County Plan, 2019

### **Market New York**

- \$15 million available as of 2017 (varies annually)
- No project fund limit
- Targets regional tourism marketing, capital, and special events
- Examples:
  - ➔ Visit Rochester's Meeting and Convention Tourism Promotion, 2019
  - ➔ Central New York Tourism Marketing Initiative, 2019



## New York State Council on the Arts – Arts and Culture Initiatives

- Up to \$5 million available
- Local governments are eligible
- Grant amount and required match varies
  - ➔ Planning grants:
    - \$10,000 - \$49,500 per grant
    - No match required
  - ➔ Implementation grants:
    - \$10,000 - \$75,000
    - 50% cash match
  - ➔ Workforce investment:
    - \$25,000 - \$49,500
    - 25% cash match required.
- Examples:
  - ➔ Torn Space Theater Neighborhood Festival, 2019
  - ➔ Landmark Theatre Auditorium Seating, 2019

## Community Development Block Grant

- \$20 million available as of 2017 (varies annually)
- Intended use for public infrastructure, public facilities, community planning, and microenterprises
- Funding provided for small communities and counties
- Public Infrastructure and Public Facilities – 0% match required; Community Planning – 5% of the total project cost must be provided as a cash match; Microenterprises – 10% owner equity contribution.
- Public Infrastructure \$750,000, Joint Applicants – Public Infrastructure \$900,000, Projects with NYS Co-funding \$1,000,000; Public Facilities \$300,000; Municipality – Microenterprise Programs \$200,000 (individual grant amount to business ranging from \$5,000 - \$35,000), Municipality – Planning \$50,000.
- Examples:
  - ➔ Cortland County Housing Conditions Survey, 2019
  - ➔ Village of Gouverneur Dorwin Street Upgrades, 2019

### New York Main Street Program

- \$6.2 million available as of 2017
- Local governments or not-for-profits
- Must be in eligible target area
- 75% of total project costs can be reimbursed for all projects
- Grant amounts depend on project:
  - ➔ Traditional NYMS Target Area Building Renovation Projects – between \$50,000 and \$500,000
  - ➔ NYMS Downtown Anchor Project – between \$100,000 and \$500,000
  - ➔ NYMS Downtown Stabilization Program – between \$50,000 and \$500,000
- Example:
  - ➔ Owego North Avenue Revitalization Program, 2019

### Office of Parks, Recreation & Historic Preservation (OPRHP) – Environmental Protection Fund (EPF) Municipal Grants Programs for Parks, Preservation and Heritage

- \$20 million available
- Local governments, not-for-profits, public authorities, state agencies
- For acquisition, planning, development, and improvement of parks, historic properties and heritage areas
- Half of the total awards given will be going to inner city/underserved areas
- Grants can fund 50% of total project costs & up to 75%
- Award cap of \$500,000
- Examples:
  - ➔ Amherst Central Park Plan, 2019
  - ➔ Baltimore Woods Nature Center Expansion, 2019

### DOS – Local Waterfront Revitalization Program (LWRP)

- \$15.2 available as of 2017 (varies annually)
- Local Government located along New York's coast or designated inland waterways
- For planning, feasibility, design, or marketing of specific projects, and construction projects, to advance the preparation of implementation of strategies for community and waterfront revitalization
- Approximately \$10,000,000 will be spent for projects which are in, or primarily serve, areas where demographic and other relevant data demonstrate that the areas are: densely-populated and have sustained physical deterioration, decay, neglect, or disinvestment,



or where a substantial proportion of the residential population is of low income, or is otherwise disadvantaged and is underserved

- Match required is 25% of the total project cost
- Example:  
Erie Canal Bike Path Extension (North Tonawanda), 2019

### **Office of Parks, Recreation & Historic Preservation (OPRHP) – National Recreational Trails Program**

- \$1.9 million available as of 2017
- Local Government, Not-for-profits, public authorities, state agencies
- For the acquisition of land; project planning for ADA compliance; design & development, archaeological reporting; new construction or renovation; purchase and installation of trail amenities
- Grants can fund 80% of total project costs – Grant awards are capped at \$200,000.
- Examples:
  - ➔ Rochester CSX Corridor Acquisition, 2019
  - ➔ Cato-Bruto Trail Bridge Construction, 2019

### **Canalway Grants Program**

- \$1 million available
- Local government
- Eligible projects include:
  - ➔ Constructing new buildings, vessels or structures, constructing additions or improvements that enlarge, expand, enhance or extend existing buildings, vessels or structures
  - ➔ New systems in existing buildings, vessels or structures
  - ➔ Substantial renovations or preservation of existing buildings, vessels or structures, including reconfigurations
  - ➔ Site preparation and improvements associated with a project
  - ➔ Acquisition of furnishings, fixtures, machinery and equipment with a useful life in excess of 5 years
  - ➔ Constructing or rehabilitating segments of Canalway trail
  - ➔ Constructing or rehabilitating dock or bulkheads for the purpose of public access to and from the Canal System
  - ➔ Hazardous waste clean-up associated with a project

- 50% match will be required on all grants
- Requests must be between \$25,000 and \$150,000
- Examples:
  - ➔ Canalside Welcome Center Enhancements (Brockport), 2019
  - ➔ Lakeland Park Canal Enhancement and Walkway (Cazenovia), 2019

### **Federal Highway Administration Transportation Alternatives Program (TAP)**

- \$835-850 million
- Funding for programs and projects including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity; recreational trail projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former divided highways.

### **NYSERDA Energy Efficiency Programs**

- \$40 million as of 2016 (varies annually)
- NYSERDA Flexible Technical Assistance - Local Government, schools, and commercial and industrial facilities eligible; Small Commercial Energy Efficiency Programs: Energy Assessments – Small businesses or non-for profits; NYSERDA – Commercial New Construction Program (CNCP) – State and Local governments; NYSERDA – Commercial Implementation Assistance Program (CIAP) – Municipalities, State agencies, facility owners.
- NYSERDA Flexible Technical Assistance - Energy feasibility studies, Master Planning, Industrial Process Efficiency, Data Centers, Combined Heat and Power, and Farm Energy Audits; Small Commercial Energy Efficiency Programs: Energy Assessments – Lighting, Lighting controls, Heating, Ventilation, Air Conditions, etc.; NYSERDA – CNCP – New buildings or space within a new building, or substantial renovations to existing buildings where the space has been, or will be, vacant for at least 30 consecutive days, or where there is a change of use; CIAP – Advance clean energy or underutilized technologies, deep-energy savings projects, or systems-based projects that expand the diversity of measures and depth of savings.
- NYSERDA will contribute 50% of the eligible study costs



## Environmental

### Cleaner, Greener Communities Program

- Up to \$1 million available
- Category 1 will be capped at \$5,000 per applicant for applicants representing a population of up to 30,000 residents and \$10,000 per applicant for applicants representing a population larger than 30,000 residents.
- Cities, Towns, Villages, or other entities having jurisdiction for permitting, land use planning, and zoning are eligible applicants.
- Example
  - ➔ North Country Cleaner, Greener Communities One-Stop Shop, 2017

### EPA Brownfields Cleanup Grant

- An applicant may request up to \$500,000 to address one brownfield site, or multiple brownfield sites
- Applicants may submit one Cleanup Grant proposal each competition cycle
- Cleanup Grants require a 20 percent cost share
- Local Government, Land Clearance Authority or another quasigovernmental entity, Government Entity Created by State Legislature, Regional Council, Redevelopment Agency, State.
- Examples
  - ➔ City of Cortland, 2019
  - ➔ City of Rochester, 2020

### NYSERDA Climate Smart Communities

- \$10 million as of 2017
- Municipalities
- 1. Climate Protection Implementation Projects and 2. Certification Projects
- Funding requests must be between \$10,000 and \$2,000,000; Certification Projects - funding requests must be between \$10,000 and \$100,000
- Projects must have a local match equal to 50% of the eligible project costs.
- Examples
  - ➔ City of Rochester Greenhouse Gas Inventory and Heat Emergency Plan, 2019
  - ➔ City of Ithaca Green New Deal Action Plan, 2019

## EPA Environmental Workforce Development and Job Training Grant

- \$2,700,000 as of 2017
- Up to \$200,000 per applicant
- Consortia or Intertribal Consortia, Educational Institutions, Local Governments, Nonprofit Groups, State/Territorial Agencies, Indian Tribal Governments, Tribal Agencies, Universities
- Develop and implement training programs, including, but not limited to: brownfields hazardous waste training, solid waste management and recycling, emergency management and oil spill cleanup, Superfund cleanup-related training, including innovative and alternative treatment technologies, wastewater treatment and storm water management, integrated pest management, alternative energy technologies, and chemical safety and enhanced environmental health and safety training
- Example
  - ➔ City of Rochester, 2019

## National Grid

- Maximum allowable grant for a project is \$300,000
  - ➔ Of that \$300,000, a maximum of \$25,000 can be used for Phase I and Phase II Environmental Site Assessments.
- Eligible costs include Demolition, Electric and gas infrastructure improvements, Phase I and Phase II Environmental Site Assessments, and Costs associated with the local match for the Brownfield Opportunity Area Program
- Applicants must be a municipality, a non-profit working in tandem with the municipality, or the owner or developer of an eligible site with endorsement from the municipality

## Environmental Justice Community Impact Grant

- \$4.3 million available
- \$100,000 cap on applicants
- Eligible organizations are those located in the affected community, serving the residents of an area equal to or smaller than a town or city outside of New York City, or an area equal to or smaller than one of the five boroughs within New York City
- Projects must address a community's exposure to multiple environmental harms and include a new research component that will be used to expand the knowledge of the affected community
- Example
  - ➔ North Tonawanda Sustainable Community Project, 2019



## Step 3 Implementation Projects

The Department of State initial structure for the Brownfield Opportunity Area Program was to create three separate planning documents for Step 1 (Pre-Nomination Study), Step 2 (Nomination Study), and a Step 3 (Implementation Plan). In recent years, however, Department of State changed their framework to only require planning documents for Step 1 and 2 and the creation of materials for planning projects stemming from those planning document for Step 3.

Due to this, it is helpful and necessary to identify Step 3 Implementation Projects within the Step 2 Nomination Study. This way, BOA communities have materials and summaries of projects to use for grant applications and to use as a resource to continue gaining community support for projects after the completion of Step 2.

Below is an Implementation Matrix with a variety of Step 3 Implementation Projects. The suggested projects stemmed from community participation (in person events and survey), feedback from the Steering Committee, the market analysis, and Project Team recommendations following inventory and analysis of the BOA Study Area.

The matrix below provides a description of the project, priority status, an estimated timeframe, what partners should be involved, estimated funding and funding sources. Not all projects below require funding. It should be noted that the City of Amsterdam has been taking initiative surrounding some of the projects within the matrix but the project is still listed to continue the vision and goals that were realized as a result of the Step 2 Nomination Study.

## Implementation Matrix

Project Recommendation	Priority	Time Frame	Responsible Parties	Estimated Costs	Funding Resources
Develop a community engagement program to ensure city agencies and boards, the business community, social and fraternal organizations and citizens can access the Step 2 report and understand roles and opportunities associated with the study.	High	1-3 years	Mayor Common Council Community & Economic Development Office	N/A	N/A
Commission a public realm design plan to enhance Amsterdam's appearance and its climate and storm water resiliency	High	1-3 years	Common Council Community & Economic Development Office City Engineer's Office, DPW	\$25,000	DEC Climate Smart Communities Program (CSC)

Consider updating the zoning with form-based codes and design standards for the BOAs consistent with the zoning updates under development within the DRI boundary	High	1-3 years	Common Council Community & Economic Development Office	\$50,000	DOS BOA Step 3 Implementation Grant
Implement a bike lane network throughout the Northern Neighborhood and East End BOAs	High	4-6 years	City Engineer's Office Tourism, Marketing, and Recreation Department Montgomery County Highway Department NYS DOT	Varies	NYSDOT Surface Transportation Program (STP) Local Waterfront Revitalization Program (LWRP) Consolidated Local Street and Highway Improvement Program (CHIPS)
Actively enforce the City's property maintenance code	High	4-6 years	Code Enforcement Office Private property owners	N/A	
Consider NYS Main Street Technical Assistance grant applications for East Main Street, Forest Avenue, and Lyon Street commercial districts to set stage for NYS Main Street Target Area grant applications	High	1-3 years	Community & Economic Development Office Urban Renewal Office Commercial and mixed-use property owners	1,000 for Technical assistance grant	NYS Office of Community Renewal
Develop a comprehensive database of City-owned properties and a strategy to dispose of non-strategic properties that do not provide value to the City, including offering them to adjacent property owners	High	1-3 years	City Assessor's Office Montgomery County Real Property Tax Department Community & Economic Development Office	N/A	
Commission a feasibility analysis of access to Riverlink Park from Front Street	High	1-3 years	City Engineer's Office Community and Economic Development office	\$75,000	ESD SPFS LWRP



Develop marketing incentive package to secure redevelopment specifically in brownfield sites	High	1 year	Industrial Development Agency Community & Economic Development Office Montgomery County	\$60,000	DOS BOA Step 3 Implementation Grant
Create and implement a transportation and access study including multi-modal access, public realm improvements, addition of sidewalks, bike lanes, and the need for multi-modal transportation	High	1-6 years	Community & Economic Development Office City Engineer's office NYS DOT	\$100,000	DOS BOA Step 3 Implementation Grant NYS DOT
Develop phasing plan for the Front Street Train Depot to include pop up interventions and events	High	1-3 years	Community & Economic Development Office Private property owners	N/A	
Rail Trail Feasibility Study and development alternatives for the vacant rail line in East End and Northern Neighborhood BOA Study Areas	High	1-3 years	Community & Economic Development Office Tourism, Marketing, and Recreation Department Montgomery County	\$50,000	FHWA Recreational Trails Program via NYSOPRHP Rails to Trails Conservancy Canal Corp NYSDOT Transportation Alternatives Program Strategic Planning and Feasibility Study Project Grants (ESD SPFS)
Work with the private owners to commission a Master Plan configuration study for Riverfront Center	High	1-6 years	Private property owners Community & Economic Development Office	\$200,000	DOS BOA Step 3 Implementation Grant ESD Grant Funds
Creative Connections Clubhouse recreation project	High	1-3 years	Creative Connections Clubhouse	N/A	

Initiate Five Corners Pre-Development Activities	High	1-3 years	Community and Economic Development office City Engineer's Office Montgomery County Department of Environmental Conservation	\$175,000	DOS BOA Step 3 Implementation Grant
Work with community associations and organizations to plan community cleanup and beautification events such as shoreline cleanup, litter and neighborhood cleanups, etc., followed by block parties	High	ASAP	City Office of Tourism, Marketing & Recreation Common Council DPW Creative Connections Clubhouse Centro Civico Social and fraternal organizations Police Department	Varies (donated refreshments for block parties, etc.)	Local resources
Develop a design and construction plan for converting Front Street from an unpaved access road to a city street including connections to the existing street grid, multi-modal access, on- and off-street parking, curbs and curb cuts, public realm improvements and appertenances, and green infrastructure	High	ASAP	City Engineer's Office Community and Economic Development office	400,000	NYS Canal Corporation LWRP NYS BOA Step 3 Implementation Plan
Continue to encourage community, school, and residential gardening	Medium	1-3 years	Grow Amsterdam Cornell Cooperative Extension of Fulton-Montgomery	Varies	Publicgardens.org
Develop a residential repair assistance program as a training program for those interested in careers in the building trades and to assist homeowners in bringing their properties up to code	Medium	1-3 years	Office for Aging Code Enforcement Office Hamilton Fulton Montgomery BOCES Fulton-Montgomery Community College	Varies	



Work with Historic Amsterdam League and City Historian to develop a revolving program to install temporary removable murals on BOA building exteriors celebrating the City's historic architecture and industrial legacy	Medium	1-3 years	Historic Amsterdam League City Historian's Office Office of Tourism, Marketing & Recreation Building owners	Varies	Local resources NYS Council on the Arts
Assist in the recruitment of non-profit community service tenants	Medium	4-6 years	Community & Economic Development Office	N/A	
Demolish former DPW building and determine any existing site contamination	Medium	1-3 years	Department of Public Works NYS Department of Environmental Conservation	Varies	EPA Brownfields Funding DEC
Work alongside DOT to realign Route 5 and reclaim property at the City's East End Gateway	Medium	1-3 years	Community & Economic Development Office NYS DOT	Varies	DOT Highway Safety Improvement Program, CHIPS Congestion Mitigation and Air Quality Program

Figure 24: Implementation Matrix

Legislative and Regulatory Actions to Facilitate Redevelopment	Agencies, Departments, and Boards
Phase I and Phase II Environmental Site Assessments	NYS DEC
Remedial Investigations	NYS DEC
Remediation (site clean-ups)	NYS DEC
Consultation with the State Historic Preservation Office	NPS and SHPO
NYS Building Code	Code Enforcement
State Environmental Quality Review	NYS DEC
Site Plan Review	Code Enforcement
Planning and Zoning Board Review	COA Planning Commission and Zoning Board
Permitting	COA Building Department

Figure 25: Local Legislative and Regulatory Actions to Facilitate Redevelopment

## Priority Projects

Following community outreach and the analysis of the BOA Study Areas, the project team presented priority projects to the City of Amsterdam and Steering Committee. Although all priority projects are desired and can be implemented, the project team went into detail on a number of projects that build on existing momentum within the city or address opportunities identified by those who live, work and play within Amsterdam. The descriptions of priority projects below should and can be used for future grant applications and within other planning documents that the City of Amsterdam produces in the future. This will only contribute to a cohesive vision within the city and assist with outside funding. The selected projects include:

- [Transportation and Access Study](#)
- [Rail Trail Feasibility Study](#)
- [Main Street Program](#)
- [Public Realm Design Plan](#)
- [Front Street Redevelopment](#)

## Transportation and Access Study

During the BOA's public engagement process, a large number of community and Steering Committee members noted that accessibility and transportation networks within the City did not meet the needs and demands of those who live and work in the area. The city has long-standing difficulties with their urban fabric and connecting neighborhoods and denser residential areas to local businesses, natural resources and essential services. Not only is the current fabric of the city confusing, many areas lack sidewalks and crosswalks. This lack of connectivity not only creates a problem for community members needing to get from point A to point B but also discourages walking and cycling for exercise and recreation.

The City of Amsterdam is currently addressing their downtown core through the DRI by advancing number of transportation oriented projects that address road networks and construction of new multimodal transportation alternatives such as extension of the Chuctanunda Creek Trail and the reconfiguration of Route 5 within the DRI boundary. The BOA Study Area is not within the DRI boundary and the need for an access and circulation plan including multimodal access, public realm improvements, and the addition of sidewalks and bike lanes still remains. Not only will A Transportation and Access study have the ability to increase multimodal transportation within the City, the resulting projects will contribute to the local economy, increase safety, and open new doors for recreation in close proximity to natural resources.

The City could advance a multimodal accessibility approach forward by adopting a complete streets ordinance that includes requirements for complying with the provisions of the American with Disabilities Act (ADA) as well as the U.S. Access Board's Proposed Accessibility Guidelines



for Pedestrian Facilities in the Public Right-of-Way. These new guidelines would address access to sidewalks, streets, crosswalks, curb ramps, pedestrian signals, on-street parking, and other components of public rights-of-way under the Americans with Disabilities Act (ADA) and the Architectural Barriers Act (ABA). The guidelines also address shared-use paths that bicyclists and walkers use for transportation and recreation.

As part of a focus on multimodal access, the City of Amsterdam should also develop a multimodal access plan with elements that tie the community together through streets, sidewalks and trails, as well as thematically. Streetscape elements that Amsterdam can consider include:

- Bike lanes – permeable pavement, if possible
- Bump outs to calm traffic
- Enhanced crosswalks – including mid-block pedestrian-operated crossings to enhance safety
- Lighting – to add elements of delight and increase perceptions of safety and security
- Wayfinding – To organize the community for visitors, direct visitors to destinations within and outside of downtown and to encourage walking

Transportation and Access Studies can vary in detail and design. The Transportation and Access Study should focus on highly trafficked thoroughfares and dense residential neighborhoods. The plan will create design standards that can be applicable to complete street policies and thus help shape the transportation network and goals for years to come and should include a public engagement process. Due to the community's lack of current multimodal options, the Study could range from \$75,000 to \$100,000.



## Rail Trail Feasibility Study

Amsterdam's Step 1 BOA Pre-Nomination Study included both the East End and Northern Neighborhoods but, at that time, the two study areas were not adjacent. However, the Project Team concluded that a vacant rail line that begins just north of the City's Eastern Gateway and travels north into the Northern Neighborhoods provides an excellent opportunity to connect the two Study Areas. Based on this, the northern border of the East End BOA was expanded to reach the southern border of Amsterdam's Northern Neighborhood BOA to provide improved connections between the areas.

The newly formed connection was established along Amsterdam's vacant rail line, traveling north east just north of the East End BOA gateway and into the Northern Neighborhood BOA Study Area.

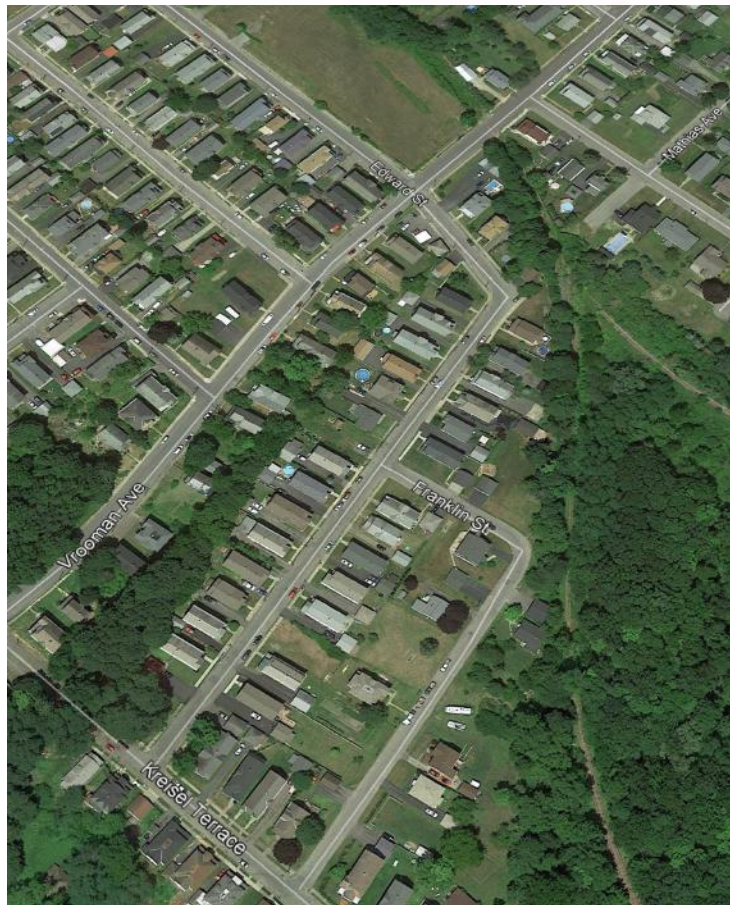
This was due to a variety of reasons:

- Create the desired connection between the BOAs
- Address vacancy on City owned land
- Increase recreation within City
- Provide multimodal options for the existing community

Rail Trails have gained significant popularity in recent years for a variety of reasons. Typically, the municipality already has ownership of the vacant rail line which streamlines development. Community members also enjoy reuse of vacant or contaminated properties that directly increase opportunities for recreation within or within close proximity to their neighborhoods and therefore increase property values. Rail trails also utilize existing linear features with excellent geotechnical conditions and, therefore, can be constructed at a lower cost when compared to clearing and breaking ground on undeveloped land.

A feasibility study for a future rail trail to connect the two BOA Study Areas and increase options for multimodal transportation within the City of Amsterdam is recommended. The feasibility study would identify and evaluate different alternatives for the trail and would provide the City of Amsterdam with materials to apply for a variety of funding from different sources including the Transportation Alternatives Program (TAP) through NYS DOT, Rails to Trails Conservancy, the Recreational Trails Program and Strategic Planning and Feasibility Grants through NYS Empire State Development.

The Rail Trail would build upon ongoing projects and initiatives within the City of Amsterdam including access and multimodal transportation options in close proximity to the Chuctanunda Creek. The development of a rail trail would also complement other ongoing initiatives within the Northern Neighborhood BOA including the Church Street redevelopment. The vacant rail line and proposed Rail Trail also connects to a long-standing vacant site on Edward Street which





is currently being used as an informal park and recreation space by community members. Connections to the park space would be a safe transportation alternative for Amsterdam's school age population. Although these elements aren't within the East End BOA, the trail would provide connections in close proximity to the East End gateway and East End neighborhood. A new rail trail would provide the East End community with another connection to access other parts of the City.

## Main Street Program

The DRI offers a program closely modeled on the New York Main Streets program that provides owners of commercial and mixed-use buildings matching grants to make exterior and interior improvements. Pending availability of funds, the City of Amsterdam should apply for a New York Main Street Technical Assistance grant from New York Homes and Community Renewal to set the stage for a Main Street Target Area Building Renovation Grant. The target area can be all or portions of the 0.5-mile stretch of East Main which is outside of the DRI boundary, from Hamilton Street to Vrooman Avenue.

The Technical Assistance grant could provide up to \$20,000 to improve readiness for a future New York Main Street Building Renovation project. The applicant –The City or a qualified non-profit – must commit to a 5 percent cash match or at least \$1,053 that could ultimately leverage \$625,000 or more in public and private funds – none of which would be the responsibility of the City – to revitalize interior and exterior retail spaces and upper story apartments in a downtown Target Area.

Eligible activities under the Technical Assistance grant program are described below

- 1. Building re-use/feasibility analysis (recommended)**— Adaptive reuse or rehabilitation options for downtown commercial and mixed-use buildings. These analyses provide owners with information to make informed decisions about the feasibility of rehab projects. The studies can include an entire range of analyses and assessments including historic and architectural analysis, building condition assessment, building code analysis, structural engineering studies, reuse analysis including upper floor residential, plan drawings, green technology potential, cost estimating, funding strategies including use of historic tax credits, and pro forma analysis.
- 2. Design guidelines**—Supports development of design guidelines to provide practical advice and recommendations for renovating potentially historic downtown building façades and storefronts. Proposals to produce design guidelines have must demonstrate community support and include a plan for adoption and implementation. These are already provided in the new form-based code for the DRI area and can easily be adapted outside of the boundary.
- 3. Economic development planning**—These can include projects such as market analyses and business development plans.

**4. Streetscape Enhancement**—Applicants can request up to \$15,000 in grant funds for streetscape enhancement activities, such as: planting trees, installing street furniture and public art, or other activities to enhance the NYMS Target Area. In the funding round that closed in January 2021, Technical Assistance grantees were also able to request a higher amount to directly alleviate COVID-related impacts. It is not known if that provision will be included in any future rounds of funding. Either way, the streetscape project and budget must be clearly defined at the time of application and include a detailed description of the project and how it contributes to other downtown revitalization efforts that are already underway.

Precedent projects can be reviewed here: <https://hcr.ny.gov/new-york-main-street-technical-assistance-nyms-ta-completed-projects>.

An important objective of the building re-use/feasibility analysis Technical Assistance grant program is to prepare grantees for the **Target Area Building Renovation** grant program. Through the Technical Assistance grant project, grantees recruit interested building owners and work with them to fully develop their building improvement plan including designs and cost estimates. This sets the stage for a group of ready-to-go projects that will be completed within the required two-year timeframe. Applicants can request between \$50,000 and \$500,000. The funds are deployed as reimbursement grants of up to \$50,000 per building not to exceed 75% of the project cost. Renovation projects that include direct assistance to residential units on upper floors can be awarded an additional \$25,000 per unit for a maximum of \$100,000 per building not to exceed 75% of total project cost. Soft costs of up to 18% of the overall application amount can also be included in the grant request to cover design, engineering, and environmental review.

The match can come from building owners or from Federal or State community development or economic development programs. Coordination of applications with these programs is encouraged. Aside from any cost of preparing the grant, there is no cost to the applicant for implementing the grant. Applicants can include an additional 7.5% of the total amount for which it applies to assist with administration, either to cover its own salaries and other administrative costs or to hire a consultant to do it for them.

The Target Area Building Renovation grant program also includes a streetscape enhancement program with the same limitations as those described above in the Technical Assistance grant program section.

The **Downtown Anchor** program allows requests of between \$100,000 and \$500,000 to reimburse up to 75% of project costs for a single building project. Projects can include renovation of traditional mixed-use buildings or through building programs that support arts organizations, or the arts community are NY Main Street priorities.

## Public Realm Design Plan

The public realm is where we connect with the landscape and with one another. It connects the built environment to the natural environment. As it seeks to rebuild its central business district,



Amsterdam is focusing on a public realm that is comfortable, accessible, and sustainable. The goal for the DRI area is an engaging and beautiful downtown leveraging the remaining of 19th and early 20th Century buildings with infill construction that is appropriate in materiality and scale. These ethics are transferable outside of the DRI area. The goal of an attractive and functional public realm should be seamless from DRI to BOA and eventually to the balance of the City.

The City identified public realm and multimodal access in its form-based code for the DRI. The DRI code identified different downtown character areas and set standards that enhance and celebrate the character of each. When the City is ready to do so, the office of Community and Economic Development should identify new character areas for the application of new zoning, focusing first on its BOAs.

But developing a zoning code and form-based standards can be an expensive and time-consuming project. The City could move a public real design approach forward through community outreach and participation much quicker than a zoning code or form-based standards.

As part of a focus on a public realm design plan, the City of Amsterdam should identify elements that tie the community together through streets, sidewalks and trails, as well as thematically. Public realm design elements can include:

- Interpretive signage/ kiosks – to highlight the community’s heritage and destinations
- Lighting – to add elements of delight and increase perceptions of safety and security
- Plants, plantings and trees – to delight the eye and provide shade
- Post flags/ banners – to celebrate the community and add interest
- Public art – to showcase the artists and artisans who live in the area and celebrate the community’s heritage
- Site furnishings – Including moveable seating such as Adirondack chairs
- Wayfinding – To organize the community for visitors, direct visitors to destinations within and outside of downtown and to encourage walking

Through the plan, the City can engage the public and commercial building and business owners to identify ways to customize the streetscape to provide space and opportunities for the culture of commercial districts to spill out onto the sidewalk and fully “own” the street.

Public real design plans can vary in cost ranging from \$25,000 to \$100,000. For the East End BOA the City of Amsterdam should apply for \$25,000 in funding to complete a public realm design plan.

## Front Street Redevelopment

Front Street in Amsterdam is really two streets. One of these streets named Front Street runs parallel to the waterfront rail line from Kline Street to an at-grade crossing at Riverlink Park. The



other street named Front Street comprises a portion of Route 5 as it comes off the arterial and peels southward toward the aforementioned Front Street near a city-owned historic warehouse building where it joins Schuyler Street and links into the waterfront Front Street. The portion of Front Street from the spot where the two Front Streets join west to Riverlink Park should be the focus of revitalization efforts due to the opportunities the area presents. The City, through the DRI, is untangling the vehicular circulation pattern in this area. The City can further clarify things by renaming the portion of Front Street that is farther from the Mohawk River.

Front Street lacks sidewalks, signage, and other urban amenities. Front Street is within the new form-based code's waterfront district and the standards for this district require development to "engage the waterfront by providing public access and preserving views, encourage a mix of uses, and improve multimodal connectivity locally and regionally." This is important throughout the DRI area and nowhere more important on Front Street where a future entertainment district is envisioned.

Development of Front Street should include the full range of multimodal and technical amenities including designated both pedestrian walking/jogging and cycling lanes. It should be a district that celebrates the community and serves as a magnet for celebrations and festivities. Design and implementation options for the new entertainment district could be incorporated into the City's Local Waterfront Revitalization Program, since LWRP recommendations are eligible for LWRP grant funding and will be subject to the LWRP consistency law.

Redevelopment of Front Street should also include clear wayfinding signage for those not familiar with the City's existing urban fabric as well as interpretive signage regarding Amsterdam's Lower



Mill Complex. Front Street provides a major opportunity to connect the East End neighborhood to the downtown core and acts as a driver to populate an existing city street that sees little to no activity.

It is the hope that the redevelopment of Front Street could provide opportunity for reuse of the Former Train Depot. The Train Depot is currently being utilized but with high enough activity within the East End – the building could be of far better use (small events, open air farmers markets or a brewery).

## Phasing

Having a phasing timeline for redevelopment throughout the City of Amsterdam is a helpful tool to stay on track and implement new major projects or improvements at an appropriate speed. The City of Amsterdam is deeply rooted in its industrial past and its ties to past mill operations which provided an ample number of jobs as well as allowed the area to flourish economically. After many mill operations moved out of Montgomery County and the vacancies that resulted in it, the City of Amsterdam had to move forward without a cohesive redevelopment plan.

The proposed phasing outlines projects that are High and Medium priority and then broken down into estimated time frame following the completion of the Step 2 BOA Nomination Study. It should be noted that some steps have already been taken or are being taken in the near future for a number of the projects listed below,

## High Priority

### Immediate

- Community cleanup and beautification events
- City-owned property database
- Enforcement of City property maintenance code

### 1-3 years

- Community engagement program
- New York Main Street Technical Assistance Grant
- Zoning updates
- Public Real Design Plan
- Rail Trail Feasibility Study and Alternatives Analysis
- Riverlink Park and Front Street access Feasibility Study
- Creative Connections Clubhouse recreation project

**1-5 years**

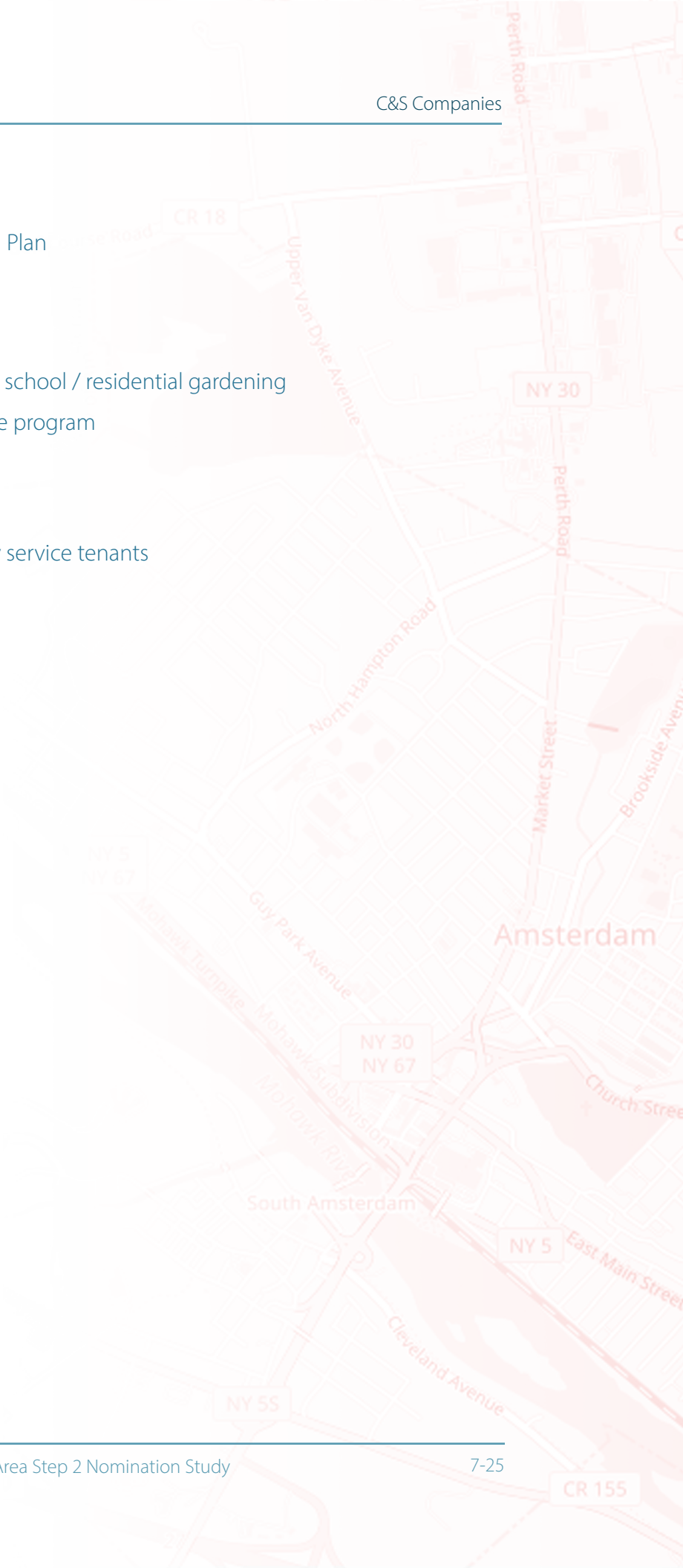
- Transportation and Access Study
- Front Street Design and Construction Plan

**Medium Priority****1-3 years**

- Continue to encourage community / school / residential gardening
- Develop a residential repair assistance program
- Removable murals program

**1-6 years**

- Recruitment of nonprofit community service tenants





## Appendix A – Community Participation Plan

NYS BROWNFIELD OPPORTUNITY AREA STEP 2  
(NOMINATION STUDIES)

PUBLIC ENAGAGEMENT PLAN

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CITY OF AMSTERDAM EAST END  
AND NORTHERN NEIGHBORHOODS  
STEP 2 BROWNFIELD OPPORTUNITY AREAS (BOA)



Location:  
CITY OF AMSTERDAM  
MONTGOMERY COUNTY, NY

Submitted By:  
CITY OF AMSTERDAM  
COMMUNITY & ECONOMIC DEVELOPMENT  
CITY HALL  
61 CHURCH ST.  
AMSTERDAM, NY 12010

Prepared By: C&S COMPANIES

AUGUST 2019



NYS BROWNFIELD OPPORTUNITY AREA STEP 2  
(NOMINATION STUDIES)  
PUBLIC ENGAGEMENT  
& VISIONING PLAN

TABLE OF CONTENTS

Public Engagement & Visioning Plan

I. Background

II. Purpose

III. Consultation Strategy Outline

IV. Community Participation & Visioning

V. Consultation Methods & Techniques

VI. project team Members & Staff

VII. Project Schedule

## PUBLIC ENGAGEMENT PLAN

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### BACKGROUND

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When the Mohawk Turnpike and later the Erie Canal opened the frontier west from Albany Amsterdam became a true boomtown. The hamlet that incorporated into a village in 1832 was a city by 1885. The plentiful mills and factories along the Chuctanunda Creek and Mohawk River processed farm goods from the rich land in the region and the river also powered the factories that manufactured inexpensive consumer goods that were shipped around the world. Scores of immigrant workers came for the stable jobs in the new factories, the safe and affordable housing for their families, and public education for their children. Among brands founded in Amsterdam, Mohawk and Sanford-Bigelow carpets became known throughout the world. The new affluence developed a thriving downtown, founded ancillary businesses and paid for streets, bridges, and civic buildings.

Even in the face the Great Depression's worldwide economic catastrophe, Amsterdam proved resilient – the economy slowed but did not stall. World War II accelerated the economy and the factories increased production once again. But this period of prosperity was to be relatively short-lived. Factories in Amsterdam – like those throughout the northeast and Great Lakes – were unable to compete with the lower taxes and wages of the increasingly industrializing south. As the factories shut down their production lines and closed, the population and economy of the city declined. Urban Renewal arrived and with it the arterial construction that not only failed to spark the foundering economy, it destroyed the fabric of the Amsterdam's historic downtown. The original fabric and charm of the once bustling area was changed forever. As a result, Amsterdam no longer was recognized as a destination.

But Amsterdam is determined to be resilient once again. It has resolved to rebuild and reinvent itself creativity to exploit its resources: fresh water, delightful and beautiful surroundings, abundant housing and commercial space, and infrastructure. A new wave of immigrants arriving from Puerto Rico form a ready workforce to carry the City forward through the dawn of the 21<sup>st</sup> century and into the future. A 2003 comprehensive plan articulated a new vision for Amsterdam and a program of investment and implementation are already making their mark on the City as it refocuses on its neighborhoods, its downtown and the recreation and tourism potential of its waterway.

Among the recommendations of the 2003 plan was the Mohawk Valley Gateway Overlook pedestrian bridge connecting Riverlink Park on the south with Bridge Street on the southside of the Mohawk. Aside from its quality as an engineering, artistic and design accomplishment, the bridge is a symbol of the City's resolve to overcome its challenges, exploit its opportunities and become a destination once again.

To continue this growth and revitalization the City has been fortunate to take advantage of numerous state programs and resources. The City a \$10 million Downtown Revitalization Initiative winner. That and a \$6.9 million federal transportation grant will help sustain the momentum. Similarly, the two BOA projects provide an excellent means of identifying the potential opportunities that can catalyze the resurgence of Amsterdam. Moving forward with efficient land use to revitalize the area is possible and continued investment on potential Brownfield sites can allow for creation of jobs and reinvestment throughout bordering neighborhoods.



These projects outline focuses on the Northern Neighborhood Opportunity Study Area and the East End Brownfield Opportunity Study Area, which are the subject of Step 2 BOA nomination document grants. The following sections outline the community participation and visioning techniques that the project team will undertake to obtain input from the community during the project. Attachment 1 illustrates the roles the project team and lists project staff for each team member.

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## **PURPOSE**

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The Nomination Studies will provide in-depth and thorough descriptions of existing conditions, identify new development opportunities and re-use potential for properties located within the two Brownfield Study Areas with emphasis on identification and re-use potentials of strategic sites to serve as catalysts for revitalization.

Key BOA project objectives include:

- Establishment of a community participation process to begin to identify a common vision, goals and objectives for the areas.
- Completion of a comprehensive land-use assessment and analysis of existing conditions in the study areas. This assessment will include an economic and market trends analysis to determine the range of realistic futures and identify the types of redevelopment projects that will contribute to the revitalization of the study areas.
- Identifying the strategic sites which best represent key redevelopment opportunities in each area and serve as catalysts for future revitalization. Emphasis will be placed on the identification and re-use potential of strategic brownfield sites that may stimulate revitalization and long-term market capture.
- Based on the overall analysis, the project team will develop key findings and recommendations for implementation of the redevelopment and community revitalization objectives.

Commitment to, and from, the community will be vital to achieve all these objectives and for the ultimate success of the projects. The programs will build on similar efforts already conducted within the community during previous studies including the 2003 Comprehensive Plan, 1993 LWRP, 2014 NY Rising Community Reconstruction program, 2015 Greater Amsterdam Opportunity Analysis, 2019 DRI Strategic Investment Plan, and other plan processes. The purpose of this Public Engagement Plan is to ensure that the local community is given a voice in the redevelopment planning for the study areas. This will be accomplished primarily through public and stakeholder meetings, small-scale events, media advertising, and maintenance of a public project website, the elements of which are described below. In addition, an Advisory Committee comprised of members of local business owners, citizens, and community groups has been formed to assist in communicating events and milestones to the community.

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## **TENTATIVE CONSULTATION STRATEGY OUTLINE**

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PUBLIC KICKOFF MEETINGS:	October 26-27, 2019
COMMUNITY CONVERSATIONS:	August 2019-May 2020 (continue through process)
SITE SPECIFIC TOURS & COMMUNITY VISIONING THEMED TOURS	August & October 2019 and January & March 2020
PROJECT CLOSE-OUT PUBLIC MEETING	May 2020

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## **COMMUNITY PARTICIPATION & VISIONING**

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Environmental sustainability is at the forefront of every one of this project team's plans and the team excels at envisioning opportunities for beautiful and stimulating environments that maximize investment dollars and enhance the overall aesthetic of a space, ultimately fostering a culture for economic development and sustainability. The project team understands that the context of place is a key component to any revitalization effort. The place's history, existing assets of the community, as well as the community's vision for the future should inform the plan from project commencement.

Identifying and leveraging the assets of the place, as well as the people most committed to the community, will allow the project team to design a plan rooted in its strengths while maximizing the community's potential for economic growth. Though these are Brownfield Opportunities Area projects, they are also important Community Visioning Plans for large and important districts in the City of Amsterdam that have vacant, underutilized, known and suspected environmental trouble spots throughout them. These projects will follow a Placemaking methodology that utilizes public engagement to build consensus to craft approaches to revitalization through creativity, collaboration and community empowerment.

The project team will identify solutions that address the quality of life concerns of the community, while ensuring that the triple bottom line of economic, social and environmental benefits is met through these projects. Larger community initiatives [such as improvements to public and transportation infrastructure, future or proposed new developments and/or housing, and public amenities and recreational opportunities] will be considered part of the site analysis and will identify specific sites where the existing context of place can best support these efforts as well as where the plan will need to accommodate future linkages, opportunities and community needs.

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## **CONSULTATION METHODS & TECHNIQUES**

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Due to the increasing lack of interest and citizen participation in traditional public engagement methods, the project team will approach this process in a very different way. The "Placemaking Vision Strategy" is like the way Organizational Development and Team Building experts have been approaching problem solving and strategic planning with diverse user groups for corporations large and small for many years.

Approaching the visioning process in a nontraditional way is an excellent way to interact with users that is approachable and engaging. The project team will use the "Placemaking Vision Strategy" as the method for engagement with the intention of obtaining creative ideas,



building relationships and inspiring imagination about the future of the Northern Neighborhood Opportunity and East End Brownfield Opportunity study areas.

The success of these projects will rely on outreach and engagement at various scales. Key participants include:

- **Stakeholders and Community Partners:** Project Advisory Committee, Municipal Department Leaders, Business and Market Development Partners
- **Vision Group:** This group looks to harnessing the collective knowledge of the COMMUNITY by inviting the “UN-usual Suspects” which may include:
  - Local shoppers
  - Visitors
  - Kids
  - Senior Citizens
  - Business Owners
- **Public:** The project’s ultimate constituent. Larger community knowledge and support means long-term success for any project. Outreach efforts will involve residents directly impacted by these projects.

Specific Engagement Techniques will include:

- **Small Conversations around Town:** (*August 2019 through March 2020, three instances*) The project team will hold these small community discussions throughout the City beginning with the Amsterdam Craft Beer festival on August 15. Initial outreach will include “meeting the public” where they are, rather than inviting them to come to us. These small community discussions may occur at grocery and department stores, in the main area of the library, at local community services locations and even at school functions and sporting events.

The goal of the project team is to hear local perspectives from as many viewpoints as possible. By going to community members where they are, we can have many casual conversations with real and valuable contributions.

- **Understanding Your PLACE - tour techniques:** (*August 2019 & October 2019*) Often times we are looking at our surroundings from a distance and moving quickly while we do it. A great way to understand any site is to truly experience it. It is amazing to discover what elements are remembered, imagined or interpreted that are different from reality. Our experience of a place comes from our interaction within it, and walking tours allow us to see the area with fresh eyes. Access alternatives such as golf carts can allow people with special mobility needs to participate as well.

It is important to have the “Vision Group”, stakeholders, market analyst and Municipal Departments on Site Analysis Tours to best maximize the opportunity for all participants and to experience and comment on issues and opportunities in real time.

Tours will be no more than two hours, with an average of 12 to 18 participants each and will address the challenges and opportunities identified by a diverse user group.

- **Site Analysis Tours at “Node locations”** (August and October 2019; January and March 2020)

\*Node locations could include:

In the East End:

- Mohawk River kayak tour (August 2019)
- Lower Mill Complex and Front street
- Riverfront Center

In the Northern Neighborhoods

- 5-Corners Plaza and Kellogg Pond area
- Sunoco Mill
- Sanford Mills

- Tours will be planned to identify opportunities and constraints with real time discussion and may address the following:
  - Heritage Story Walk... “What was the pre-industrial story of the BOA Boundary Areas? Should that influence the story for the next 50 years?”
  - What is the post-industrial, 21<sup>st</sup> century story of the areas?
  - Connectivity and Linkages Walks, how do we make wayfinding in Amsterdam more intuitive?
  - How do we plan for the integration of recommendations developed under the BOA Step 2 Nomination Study with investments of the Downtown Revitalization Initiative in the East End BOA?
  - How do we address truck traffic within the lower Mill Complex area and residential neighborhood?

- **Public and Steering Committee Meetings:** (Steering committee: August & October 2019, and January, March, May & August 2020) (Public forums: October 2019 & May 2020) In addition to the tours described above, the Planning Team will coordinate and lead two public meetings and periodic Advisory Committee meetings.

The first public meeting will be an initial kick-off meeting to explain the Brownfield Opportunity Area Program and the project's intent and scope, and to solicit initial public input on a vision for the study area, goals, objectives, opportunities, and constraints.

The second public meeting will be held at the conclusion of the project and will present the findings of the study and open the public comment period for the Step 2 Nomination Study.

After the interactive visioning events, our team will disseminate the findings and similarities in the results and help to clarify priorities for the Vision Plan and start to translate the Vision onto the actual site constraints. The team will prepare 2-3 site organization diagrams for review with the Advisory Committee, Community Partners and the Vision Group.

As project findings are produced, and design solutions become clear the project team will reach out to the community again. This participation is akin to the traditional “Public Information Meeting” where a project status and design recommendations are often presented. Our team will coordinate with Municipal officials to determine the dates, locations and meeting style best suited for this stage of the project. Additionally, the following methods may be utilized to once again broaden the public engagement by “going to the people”.



- Highlight what's been done to date and gauge community priorities for implementation by attending the following:
  - Farmers markets
  - Concerts
  - Festivals
  - Grocery store
  - Churches
- Traditional Paper survey. Highlight what's been done to date and gauge community priorities for implementation.
- ***Do something Special to showcase your efforts: (May 2020)*** If desired a more interactive form of outreach could be developed to strengthen community commitment. Examples include hosting an event or festival along the corridor to announce the planned improvements and allow the community to “try the design on for size”. These events have been successful in taking planning ideas from paper documents to public enthusiasm very quickly.
- ***Marketing and Branding for Outreach and Awareness: (Will take place beginning with project initiation and continue through project completion)*** Developing the initial branding for the project at the onset is vital to creating an approachable face to the project and building enthusiasm from the community for this approach to planning. A strong brand builds trust in the project and the vision, and the project team will work with Municipal Leaders and Advisory Committee to develop a brand and marketing strategy that will deliver the highest level of professionalism to ensure that the Vision is achieved.

Social media will be used throughout the project as the digital medium for promotion of events as well as provide a way to introduce Visioning and Tactical Urbanism strategies through the practice of tagging articles and sharing content tied to tour “save the date” info and Facebook events. Social Media will be actively utilized as part of the outreach and participation efforts. Live Tweets and Facebook status updates and the interactions of real time events will be centrally coordinated. In addition, the use of photo albums and YouTube videos following live events will extend the opportunity for participation long after the live events are complete.

The full project website content starts with these initial Social Media interactions, allowing Northern Neighborhood and East End Brownfield Opportunity Study Areas to build a “Vision” website easily. Branding, logo, and physical media development will happen in parallel to the visioning process and be ready to disseminate upon approval.

- C&S Companies
- JKLA (WBE)
- Bowitch & Coffey, LLC




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## PROJECT TEAM MEMBERS & STAFF

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### City of Amsterdam

Mayor Michael Villa

Community and Economic Development Director Amanda Bearcroft

### New York State Department of State

Julie Sweet

### New York State Department of Environmental Conservation

To be determined

### Consultant Team



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## PROJECT SCHEDULE

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The following proposed project schedule is based on the project scope, which is detailed in the separate Step 2 BOA Project Plans.

Project Activity	Proposed Schedule
Component 1 – Project Startup	August 2019
Component 3 – Community Participation and Techniques to Enlist Partners	August & October 2019; January, March & May 2020
Component 4 – Draft Nomination Study	March 2020
Component 5 – Nomination Completion and Distribution	May 2020
Component 6 – Final Nomination and BOA Designation	August 2020
Component 7 – NYS Environmental Quality Review	April-August 2020

\*Community participation events will be held periodically during the project, as discussed in the sections above.

## Appendix B – Strategic Sites



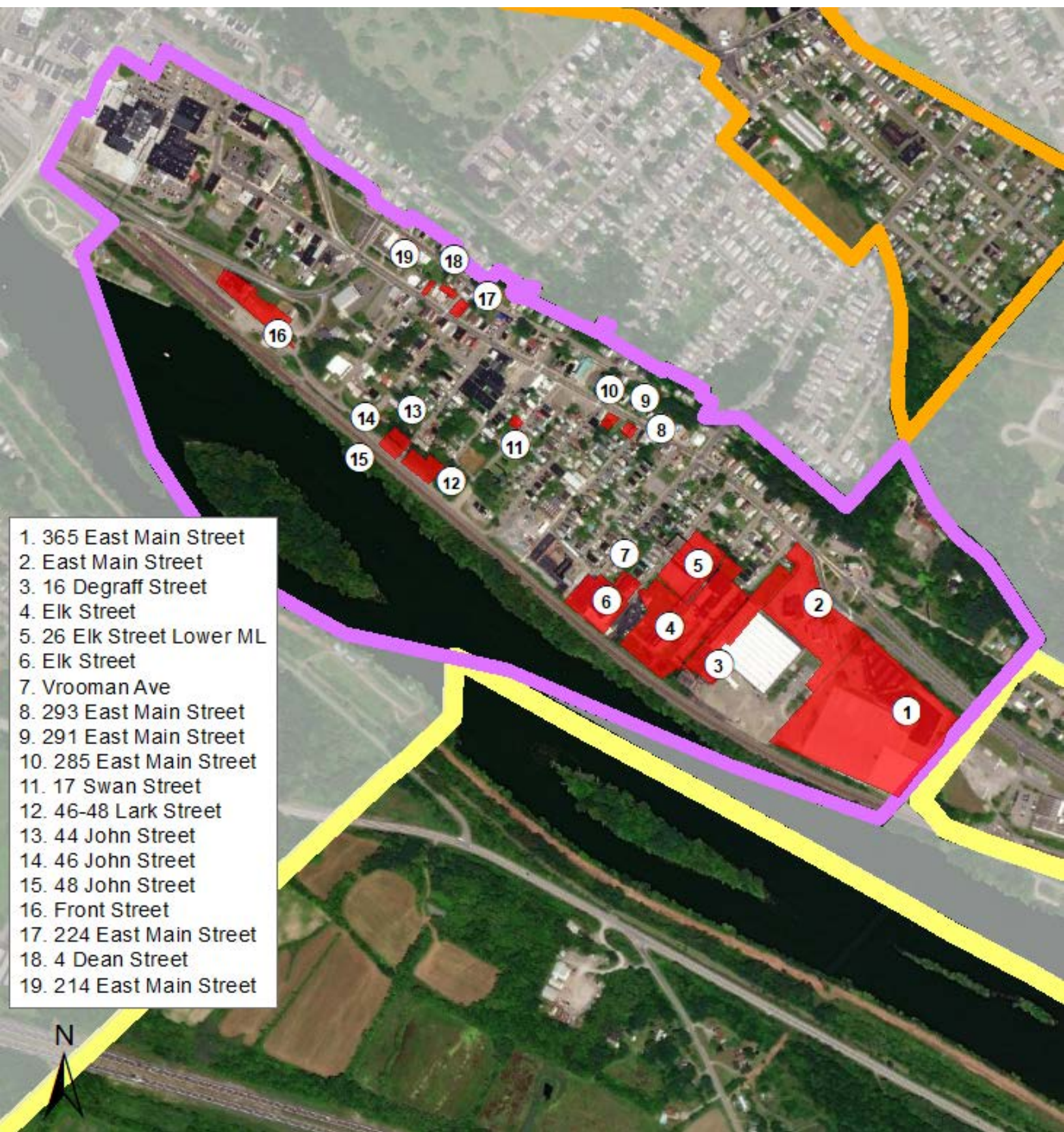
## CITY OF AMSTERDAM EAST END STEP 2 BOA STRATEGIC SITES

	Site Name Address	Site Size (acres)	Owner
1	365 East Main Street	11.2	ABCFGS Holdings, LLC
2	East Main Street	4.00	City of Amsterdam
3	16 Degraff Street	2.00	Nile Real Estate
4	Elk Street	5.30	Lower Mill Complex LLC
5	26 Elk Street Lower ML	1.70	Stickermule
6	Elk Street	0.75	Print Bear, LLC
7	Vrooman Ave	0.02	49 Elk Street, LLC
8	293 East Main Street	0.10	City of Amsterdam
9	291 East Main Street	0.04	City of Amsterdam
10	285 East Main Street	0.10	City of Amsterdam

## EAST END BOA SITES CONT.

	Site Name Address	Site Size (acres)	Owner
11	17 Swan Street	0.06	All Star Estate Mgmt Corp
12	46-48 Lark Street	0.51	City of Amsterdam
13	44 John Street	0.17	City of Amsterdam
14	46 John Street	0.10	City of Amsterdam
15	48 John Street	0.10	City of Amsterdam
16	Front Street	1.17	City of Amsterdam
17	224 East Main Street	0.14	City of Amsterdam
18	4 Dean Street	0.06	David and Tanya Mendez
19	214 East Main Street	0.06	David Mendez





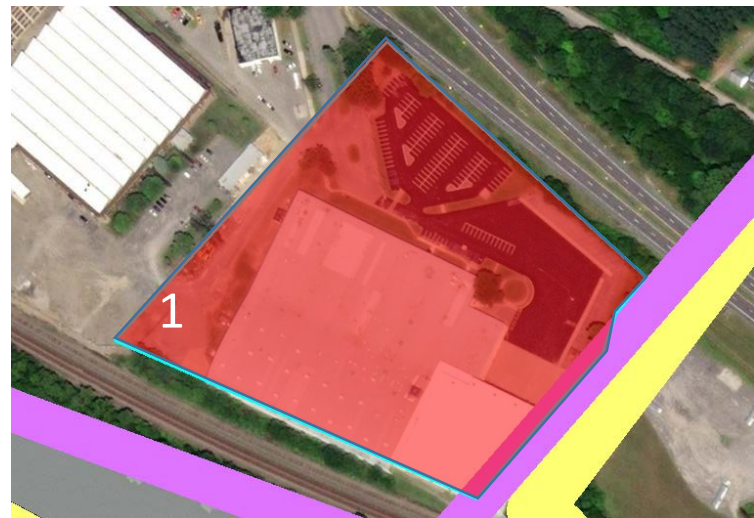
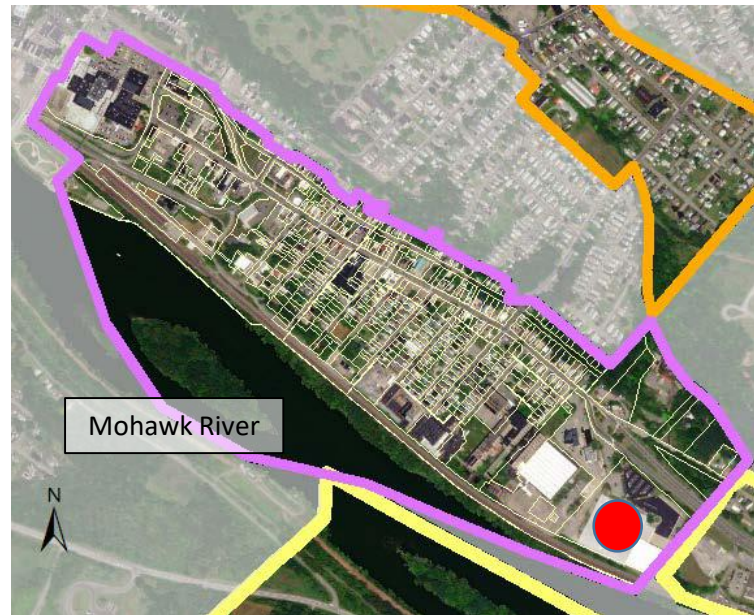
1. 365 East Main Street
2. East Main Street
3. 16 Degraff Street
4. Elk Street
5. 26 Elk Street Lower ML
6. Elk Street
7. Vrooman Ave
8. 293 East Main Street
9. 291 East Main Street
10. 285 East Main Street
11. 17 Swan Street
12. 46-48 Lark Street
13. 44 John Street
14. 46 John Street
15. 48 John Street
16. Front Street
17. 224 East Main Street
18. 4 Dean Street
19. 214 East Main Street

N



# 1. 365 EAST MAIN STREET

<b>Address</b>	365 East Main Street
<b>County</b>	Montgomery
<b>SBL #</b>	56.13-1-11
<b>Property Class</b>	710 - Manufacture
<b>Acres</b>	11.2
<b>Zoning</b>	Light Industry District
<b>Owner</b>	ABCFGH Holdings, LLC
<b>Use/Condition</b>	Manufacturing / Good
<b>Utilities &amp; Access Points</b>	Public Sewer/Water, Gas and Electric/Rail. Main Street & rail line.
<b>Proximity to Transportation</b>	Located directly on Hwy 5 (Main Street) and 2.4 miles from the NYS Thruway. Directly north of rail line.
<b>Environmental Site History and Previous Owners</b>	According to Sanborn maps (1895), the property was utilized for industrial manufacturing along the rail line and in close proximity to the Mohawk River. Previous owners – DLL Amsterdam LLC.
<b>Known or Suspected Contaminants</b>	Suspected Petroleum, Metals, and PCBs which may be present in soil and/or groundwater on site.
<b>Natural / Cultural Resources</b>	Directly north of Mohawk River.
<b>Use Potential</b>	Continued light industrial manufacturing.





## 2. EAST MAIN STREET

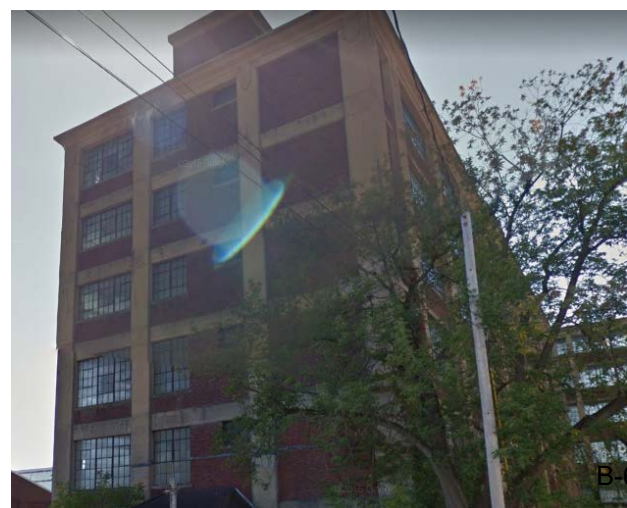
<b>Address</b>	East Main Street
<b>County</b>	Montgomery
<b>SBL #</b>	56.13-1-9
<b>Property Class</b>	651 – Highway Garage
<b>Acres</b>	4
<b>Zoning</b>	Light Industry District
<b>Owner</b>	City of Amsterdam
<b>Use/Condition</b>	DPW Garage / Fair
<b>Utilities &amp; Access Points</b>	Public Sewer/Water, Gas and Electric. East Main Street.
<b>Proximity to Transportation</b>	Located directly on Hwy 5 (Main Street) and 2.4 miles from the NYS Thruway. Directly north of rail line.
<b>Environmental Site History and Previous Owners</b>	According to historic photographs and Sanborn Maps (1895), the property was a Public Park. Previous owners – N/A.
<b>Known or Suspected Contaminants</b>	Suspected Petroleum, Metals, and PCBs which may be present in soil and/or groundwater on site.
<b>Natural / Cultural Resources</b>	North of Mohawk River.
<b>Use Potential</b>	Mixed-use building with public amenities and street reconfiguration.





### 3. 16 DEGRAFF STREET

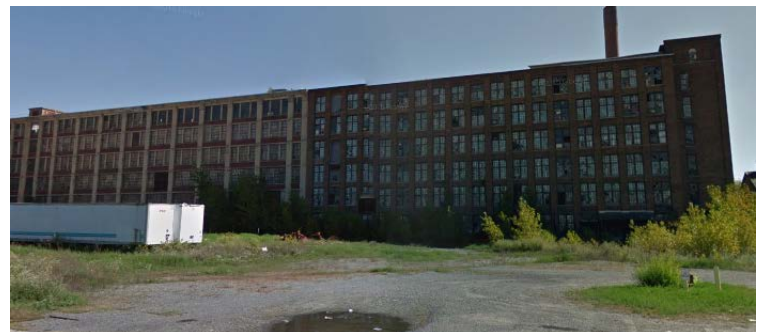
<b>Address</b>	16 DeGraff Street
<b>County</b>	Montgomery
<b>SBL #</b>	56.13-3-2
<b>Property Class</b>	710 - Manufacture
<b>Acres</b>	2
<b>Zoning</b>	Light Industry District
<b>Owner</b>	Nile Real Estate LLC
<b>Use/Condition</b>	Manufacturing / Poor
<b>Utilities &amp; Access Points</b>	Public Sewer/Water, Gas and Electric. DeGraff Street, Elk Street, rail line.
<b>Proximity to Transportation</b>	Located directly on DeGraff Street and just south of East Main Street. Directly north of rail line and 2.2 miles from the NYS Thruway.
<b>Environmental Site History and Previous Owners</b>	According to historic records and Sanborn maps (1895), the property was a Carpet Mill along the rail line and in close proximity to the Mohawk River. Previous owners – N/A.
<b>Known or Suspected Contaminants</b>	Suspected VOCs, SVOCs, and metals which may be present in soil and/or groundwater on site.
<b>Natural / Cultural Resources</b>	North of Mohawk River.
<b>Use Potential</b>	Mixed-use apartment building.





## 4. ELK STREET

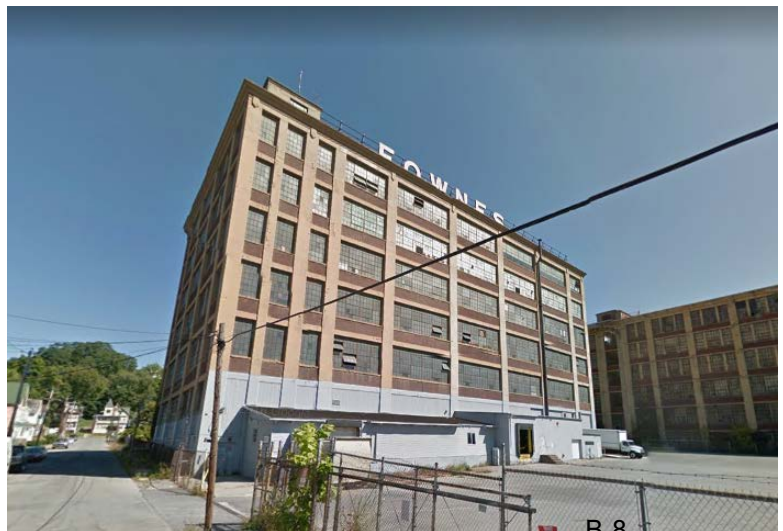
<b>Address</b>	Elk Street
<b>County</b>	Montgomery
<b>SBL #</b>	56.13-3-1
<b>Property Class</b>	710 - Manufacture
<b>Acres</b>	5.3
<b>Zoning</b>	Light Industry District
<b>Owner</b>	Lower Mill Complex, LLC
<b>Use/Condition</b>	Vacant Manufacturing/ Poor
<b>Utilities &amp; Access Points</b>	Public Sewer/Water, Gas and Electric. Elk Street and rail line.
<b>Proximity to Transportation</b>	Located on Elk Street and .1 miles south of East Main Street. Directly north of rail line and 2.2 miles from the NYS Thruway.
<b>Environmental Site History and Previous Owners</b>	According to historic records and Sanborn maps (1895), the property was a Carpet Mill along the rail line and in close proximity to the Mohawk River. Previous owners – N/A.
<b>Known or Suspected Contaminants</b>	Suspected Petroleum, VOCs, SVOCs, and metals which may be present in soil and/or groundwater on site.
<b>Natural / Cultural Resources</b>	Directly north of the Mohawk River and in the vicinity of a NYS Designation Freshwater Wetland.
<b>Use Potential</b>	Mixed-use Apartment Building, including office space and retail.





## 5. 26 ELK STREET LOWER ML

<b>Address</b>	26 Elk Street Lower ML
<b>County</b>	Montgomery
<b>SBL #</b>	56.13-3-4
<b>Property Class</b>	710 - Manufacture
<b>Acres</b>	1.67
<b>Zoning</b>	Retail Business
<b>Owner</b>	Stickermule
<b>Use/Condition</b>	Underutilized / Poor
<b>Utilities &amp; Access Points</b>	Public Sewer/Water, Gas and Electric. Elk Street and rail line.
<b>Proximity to Transportation</b>	Located directly on Elk Street, .1 miles south of East Main Street and immediately north of the rail line. 2.2 miles from NYS Thruway.
<b>Environmental Site History and Previous Owners</b>	According to historic records and Sanborn maps (1895), the property was a Carpet Mill along the rail line and in close proximity to the Mohawk River. Previous owners – 26 Elk Street LLC.
<b>Known or Suspected Contaminants</b>	Suspected Petroleum, VOCs, SVOCs, and metals which may be present in soil and/or groundwater on site.
<b>Natural / Cultural Resources</b>	Immediately north of Mohawk River.
<b>Use Potential</b>	Artists lofts, residential units, restaurant.





## 6. ELK STREET

<b>Address</b>	Elk Street
<b>County</b>	Montgomery
<b>SBL #</b>	56.13-3-10
<b>Property Class</b>	710 - Manufacture
<b>Acres</b>	.75
<b>Zoning</b>	Light Industry District
<b>Owner</b>	Print Bear, LLC
<b>Use/Condition</b>	Manufacturing / Fair.
<b>Utilities &amp; Access Points</b>	Public Sewer/Water, Gas and Electric. Elk Street and rail line.
<b>Proximity to Transportation</b>	Located directly on Elk Street, .1 miles south of East Main Street and immediately north of the rail line. 2.2 miles from NYS Thruway.
<b>Environmental Site History and Previous Owners</b>	According to historic records and Sanborn maps (1895), the property was Carpet Mill along the rail line and in close proximity to the Mohawk River. Previous owners – Noteworthy Industries, LLC.
<b>Known or Suspected Contaminants</b>	Suspected Petroleum, VOCs, SVOCs, and metals which may be present in soil and/or groundwater on site.
<b>Natural / Cultural Resources</b>	Directly north of the Mohawk River and in the vicinity of a NYS Designation Freshwater Wetland.
<b>Use Potential</b>	Continued light industrial manufacturing.





# 7. VROOMAN AVENUE

<b>Address</b>	Vrooman Avenue
<b>County</b>	Montgomery
<b>SBL #</b>	56.53-1-23.2
<b>Property Class</b>	311 - Res vac land
<b>Acres</b>	.02
<b>Zoning</b>	Light Industry District
<b>Owner</b>	49 Elk Street LLC
<b>Use/Condition</b>	Underutilized / Fair
<b>Utilities &amp; Access Points</b>	Public Sewer/Water, Gas and Electric. Vrooman Avenue.
<b>Proximity to Transportation</b>	Located directly on Vrooman Avenue. .1 mile south of East Main Street. Immediately north of the rail line. 2.2 miles from NYS Thruway.
<b>Environmental Site History and Previous Owners</b>	According to Sanborn Maps (1895), the property used to be an Oil Depot within Amsterdam's industrial district. Previous Owners – Print Bear LLC (2019) and Noteworthy Ind Inc (2015)
<b>Known or Suspected Contaminants</b>	Suspected potential petroleum contamination which may be present in soil and/or groundwater on site.
<b>Natural / Cultural Resources</b>	Immediately north of the Mohawk River.
<b>Use Potential</b>	Pocket park or multi-family residential.





## 8. 293 EAST MAIN STREET

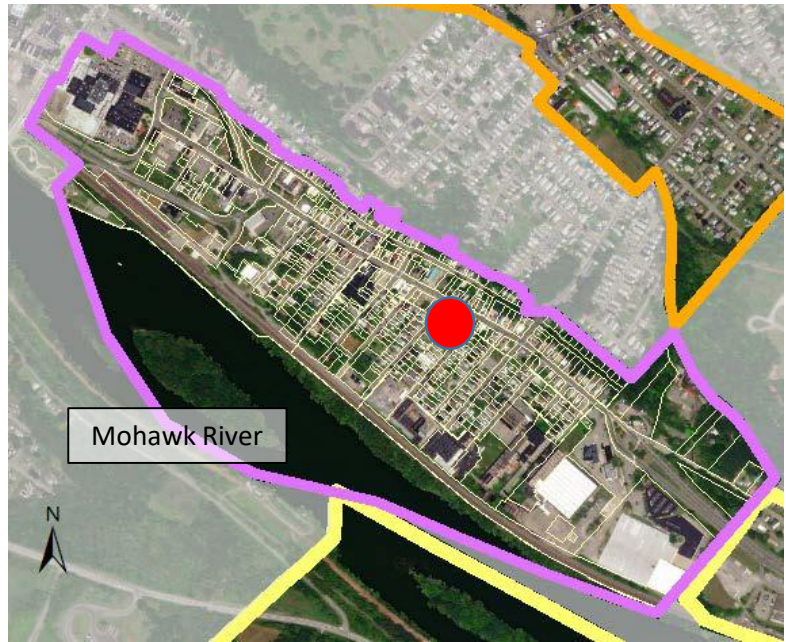
<b>Address</b>	293 East Main Street
<b>County</b>	Montgomery
<b>SBL #</b>	56.53-2-76
<b>Property Class</b>	438 – Parking Lot
<b>Acres</b>	.10
<b>Zoning</b>	Commercial Corridor
<b>Owner</b>	City of Amsterdam
<b>Use/Condition</b>	Parking Lot / Good
<b>Utilities &amp; Access Points</b>	Public Sewer/Water, Gas and Electric. East Main Street and Eagle Street.
<b>Proximity to Transportation</b>	Located on the corner of East Main Street and Eagle Street. 1.9 miles from NYS Thruway.
<b>Environmental Site History and Previous Owners</b>	According to Historical Sanborn Maps (1895), this property contained residential dwellings. Previous Owner – N/A.
<b>Known or Suspected Contaminants</b>	Suspected Urban Fill - SVOCs and metals which may be present in soil on site.
<b>Natural / Cultural Resources</b>	.1 mile north of the Mohawk River and directly adjacent to Esperanza Verde Park.
<b>Use Potential</b>	Mixed-use building with retail on the first floor and residential units above.





## 9. 291 EAST MAIN STREET

<b>Address</b>	291 East Main Street
<b>County</b>	Montgomery
<b>SBL #</b>	56.53-2-4
<b>Property Class</b>	438 - Parking lot
<b>Acres</b>	0.4
<b>Zoning</b>	Commercial Corridor.
<b>Owner</b>	City of Amsterdam.
<b>Use/Condition</b>	Parking Lot / Good
<b>Utilities &amp; Access Points</b>	Public Sewer/Water, Gas and Electric. East Main Street and Eagle Street.
<b>Proximity to Transportation</b>	Located on the corner of East Main Street and Eagle Street. 1.9 miles from NYS Thruway.
<b>Environmental Site History and Previous Owners</b>	According to Historical Sanborn Maps (1895), this property contained residential dwellings. Previous Owner – N/A.
<b>Known or Suspected Contaminants</b>	Suspected Urban Fill - SVOCs and metals which may be present in soil on site.
<b>Natural / Cultural Resources</b>	1 mile north of the Mohawk River and directly adjacent to Esperanza Verde Park.
<b>Use Potential</b>	Mixed-use building with retail on the first floor and residential units above.





# 10. 285 EAST MAIN STREET

<b>Address</b>	285 East Main Street
<b>County</b>	Montgomery
<b>SBL #</b>	56.53-2-2
<b>Property Class</b>	330 - Vacant commercial
<b>Acres</b>	0.1
<b>Zoning</b>	Commercial Corridor
<b>Owner</b>	City of Amsterdam
<b>Use/Condition</b>	Public Garden / Green Space
<b>Utilities &amp; Access Points</b>	Public Sewer/Water, Gas and Electric. East Main Street.
<b>Proximity to Transportation</b>	Located on East Main Street. 1.9 miles from NYS Thruway.
<b>Environmental Site History and Previous Owners</b>	According to Historical Sanborn Maps (1895), this property contained residential dwellings. Previous Owner – Centro Civico of Amsterdam.
<b>Known or Suspected Contaminants</b>	Suspected Urban Fill - SVOCs and metals which may be present in soil on site.
<b>Natural / Cultural Resources</b>	1 mile north of the Mohawk River. Location of Esperanza Verde Park
<b>Use Potential</b>	Maintenance of green space and gardens





# 11. 17 SWAN STREET

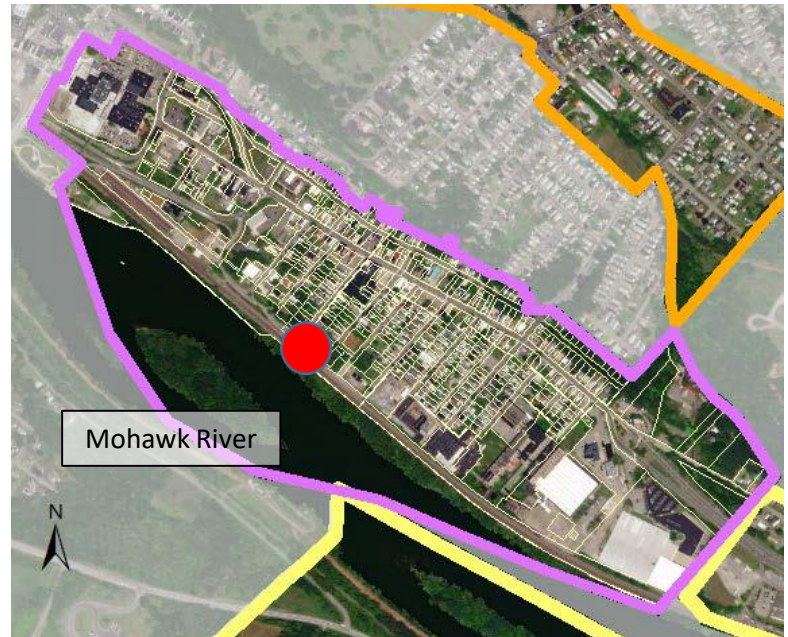
<b>Address</b>	17 Swan Street
<b>County</b>	Montgomery
<b>SBL #</b>	56.45-3-31
<b>Property Class</b>	312 – Vacant with improvements
<b>Acres</b>	0.06
<b>Zoning</b>	Medium Density Neighborhood
<b>Owner</b>	All Star Estate Mgmt Corp.
<b>Use/Condition</b>	Garage / Poor
<b>Utilities &amp; Site Access</b>	Public Sewer/Water, Gas and Electric. Swan Street.
<b>Proximity to Transportation</b>	Directly located on Swan Street. .1 mile from East Main Street and .1 mile north of rail line. 1.8 miles from NYS Thruway.
<b>Environmental Site History and Previous Owners</b>	According to Historical Sanborn Maps (1895), this property contained residential dwellings. Previous Owner – City of Amsterdam.
<b>Known or Suspected Contaminants</b>	Suspected Urban Fill - SVOCs and metals which may be present in soil on site.
<b>Natural / Cultural Resources</b>	Less than .1 north of the Mohawk River.
<b>Use Potential</b>	Single or Multi-family residential.





# 12. 46-48 LARK STREET

<b>Address</b>	46-48 Lark Street
<b>County</b>	Montgomery
<b>SBL #</b>	55.52-2-11
<b>Property Class</b>	311 – Residential vacant land
<b>Acres</b>	0.51
<b>Zoning</b>	Retail Business
<b>Owner</b>	City of Amsterdam
<b>Use/Condition</b>	Vacant Lot / Poor
<b>Utilities &amp; Site Access</b>	Public Sewer/Water, Gas and Electric. Lark Street , Front Street and rail line.
<b>Proximity to Transportation</b>	Located directly on Lark Street.1 miles from East Main Street. Directly adjacent to rail line and 1.7 miles from NYS Thruway.
<b>Environmental Site History and Previous Owners</b>	According to Historical Sanborn Maps(1895), this property contained residential dwellings. Previous Owner – Amsterdam Industrial Development Agency.
<b>Known or Suspected Contaminants</b>	Suspected Urban Fill - SVOCs and metals which may be present in soil o site.
<b>Natural / Cultural Resources</b>	Less than .1 mile north of the Mohawk River and in the vicinity of a NYS Designation Freshwater Wetland.
<b>Use Potential</b>	Mixed-use with retail/commercial space on the first floor and residential apartments above. Development would help efforts in reactivating Front Street.





# 13. 44 JOHN STREET

<b>Address</b>	44 John Street
<b>County</b>	Montgomery
<b>SBL #</b>	55.52-2-18
<b>Property Class</b>	311 – Residential Vacant Land
<b>Acres</b>	.17
<b>Zoning</b>	Retail Business
<b>Owner</b>	City of Amsterdam
<b>Use/Condition</b>	Vacant / Good
<b>Utilities &amp; Site Access</b>	Public Sewer/Water, Gas and Electric. John Street, Front Street, and rail line.
<b>Proximity to Transportation</b>	Located directly on John Street. 1 miles from East Main Street. Directly adjacent to rail line and 1.7 miles from NYS Thruway.
<b>Environmental Site History and Previous Owners</b>	According to Historical Sanborn Maps (1895), this property contained residential dwellings. Previous Owner – Amsterdam Industrial Development Agency.
<b>Known or Suspected Contaminants</b>	Suspected Urban Fill - SVOCs and metals which may be present in soil on site.
<b>Natural / Cultural Resources</b>	Less than .1 mile north of the Mohawk River and in the vicinity of a NYS Designation Freshwater Wetland.
<b>Use Potential</b>	Mixed-use with retail/commercial space on the first floor and residential apartments above. Development would help efforts in reactivating Front Street.





# 14. 46 JOHN STREET

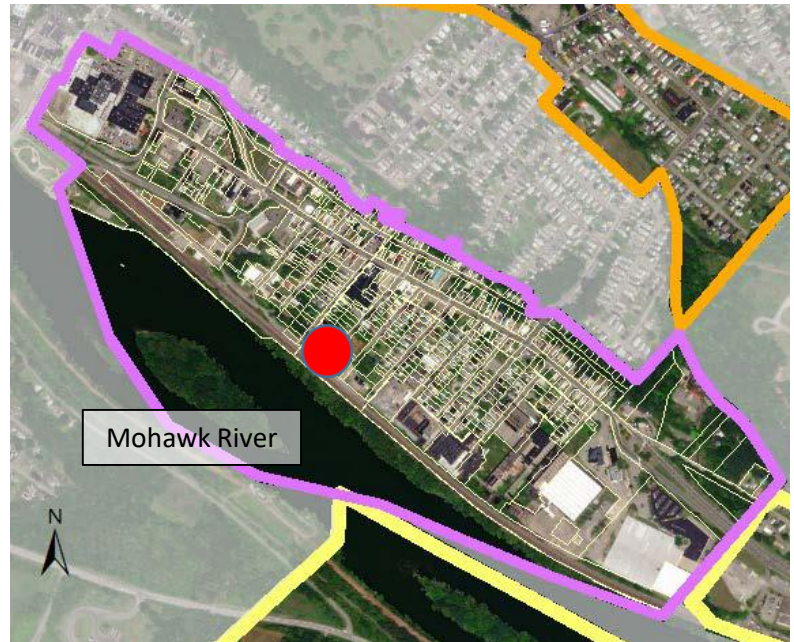
<b>Address</b>	46 John Street
<b>County</b>	Montgomery
<b>SBL #</b>	55.52-2-16
<b>Property Class</b>	311- Residential Vacant
<b>Acres</b>	.10
<b>Zoning</b>	Downtown Core
<b>Owner</b>	City of Amsterdam
<b>Use/Condition</b>	Vacant / Fair
<b>Utilities &amp; Site Access</b>	Public Sewer/Water, Gas and Electric/Rail. John Street, Front Street, and rail line.
<b>Proximity to Transportation</b>	Located directly on John Street. 1 miles from East Main Street. Directly adjacent to rail line and 1.7 miles from NYS Thruway.
<b>Environmental Site History and Previous Owners</b>	According to Historical Sanborn Maps (1895), this property contained residential dwellings. Previous Owner – Amsterdam Industrial Development Agency.
<b>Known or Suspected Contaminants</b>	Suspected Urban Fill - SVOCs and metals which may be present in soil on site.
<b>Natural / Cultural Resources</b>	Less than .1 mile north of the Mohawk River and in the vicinity of a NYS Designation Freshwater Wetland.
<b>Use Potential</b>	Mixed-use with retail/commercial space on the first floor and residential apartments above. Development would help efforts in reactivating Front Street and the City's downtown core.





# 15. 48 JOHN STREET

<b>Address</b>	48 John Street
<b>County</b>	Montgomery
<b>SBL #</b>	55.52-2-15
<b>Property Class</b>	311- Residential Vacant land
<b>Acres</b>	.10
<b>Zoning</b>	Downtown Core
<b>Owner</b>	City of Amsterdam
<b>Use/Condition</b>	Vacant / Fair
<b>Utilities &amp; Site Access</b>	Public Sewer/Water, Gas and Electric/Rail. John Street, Front Street, and rail line.
<b>Proximity to Transportation</b>	Located directly on John Street.1 miles from East Main Street. Directly adjacent to rail line and 1.7 miles from NYS Thruway.
<b>Environmental Site History and Previous Owners</b>	According to Historical Sanborn Maps (1895), this property contained residential dwellings, a saloon, and extensions of rail. Previous Owner – Amsterdam Industrial Development Agency.
<b>Known or Suspected Contaminants</b>	Suspected Petroleum, SVOCs, PCBs, and metals which may be present in soil and/or groundwater on site.
<b>Natural / Cultural Resources</b>	Less than .1 mile north of the Mohawk River and in the vicinity of a NYS Designation Freshwater Wetland.
<b>Use Potential</b>	Mixed-use with retail/commercial space on the first floor and residential apartments above assisting with reactivation of Front Street.





# 16. FRONT STREET

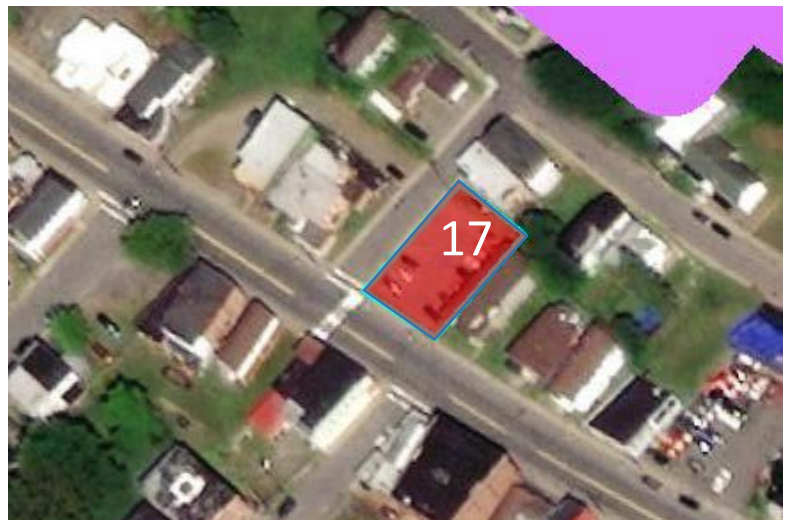
<b>Address</b>	Front Street
<b>County</b>	Montgomery
<b>SBL #</b>	55.12-1-10.1
<b>Property Class</b>	449 – Other Storage
<b>Acres</b>	1.17
<b>Zoning</b>	Downtown Core
<b>Owner</b>	City of Amsterdam
<b>Use/Condition</b>	Vacant / Fair
<b>Utilities &amp; Site Access</b>	Public Sewer/Water, Gas and Electric. Front Street and rail line.
<b>Proximity to Transportation</b>	Located directly on Front Street. .2 miles south of East Main Street and 1.4 miles from NYS Thruway.
<b>Environmental Site History and Previous Owners</b>	According to Historical Sanborn Maps (1895), this property contained an extension of the rail line and a Carpet Mill. Previous Owner – Associated Resources Inc.
<b>Known or Suspected Contaminants</b>	Suspected Petroleum, VOCs, SVOCs, and metals which may be present in soil and/or groundwater on site.
<b>Natural / Cultural Resources</b>	Less than .1 miles north of the Mohawk River.
<b>Use Potential</b>	Brewery or Restaurant to provide views of Mohawk River and compliment potential venue space at Train Depot and potential Front Street streetscape enhancements.





# 17. 224 EAST MAIN STREET

<b>Address</b>	224 East Main Street
<b>County</b>	Montgomery
<b>SBL #</b>	56.45-4-68
<b>Property Class</b>	438 - Parking lot
<b>Acres</b>	.14
<b>Zoning</b>	Downtown Core
<b>Owner</b>	City of Amsterdam
<b>Use/Condition</b>	Vacant Lot / Fair
<b>Utilities &amp; Site Access</b>	Public Sewer/Water, Gas and Electric. East Main Street & Dean Street.
<b>Proximity to Transportation</b>	Located on the corner of East Main Street and Dean Street. 1.7 miles from the NYS Thruway.
<b>Environmental Site History and Previous Owners</b>	According to Historical Sanborn Maps (1895), this property was commercial use. Previous Owner – N/A.
<b>Known or Suspected Contaminants</b>	Suspected Urban Fill - SVOCs and metals which may be present in soils on site.
<b>Natural / Cultural Resources</b>	Just over .1 miles north of the Mohawk River. .2 miles west of Esperanza Verde Park.
<b>Use Potential</b>	Housing or Commercial retail to fill in streetscape gaps and improve walkability of Main Street.





# 18. 4 DEAN STREET

<b>Address</b>	4 Dean Street
<b>County</b>	Montgomery
<b>SBL #</b>	55.44-3-12
<b>Property Class</b>	311 - Res vac land
<b>Acres</b>	.06
<b>Zoning</b>	Downtown Core
<b>Owner</b>	David and Tanya Mendez
<b>Use/Condition</b>	Vacant Lot / Fair
<b>Utilities &amp; Site Access</b>	Public Sewer/Water, Gas and Electric. Dean Street.
<b>Proximity to Transportation</b>	Located directly on Dean Street. Less than .1 mile to East Main Street. 1.7 miles from the NYS Thruway.
<b>Environmental Site History and Previous Owners</b>	According to Historical Sanborn Maps(1895), this property was residential use. Previous Owner – City of Amsterdam.
<b>Known or Suspected Contaminants</b>	Suspected Urban Fill - SVOCs and metals which may be present in soils on site.
<b>Natural / Cultural Resources</b>	Just over .1 miles north of the Mohawk River. .2 miles west of Esperanza Verde Park.
<b>Use Potential</b>	Multi-family housing





# 19. 214 EAST MAIN STREET

<b>Address</b>	214 East Main Street
<b>County</b>	Montgomery
<b>SBL #</b>	55.44-3-16
<b>Property Class</b>	330 - Vacant commercial
<b>Acres</b>	.06
<b>Zoning</b>	Downtown Core
<b>Owner</b>	David Mendez
<b>Use/Condition</b>	Vacant / Fair
<b>Utilities &amp; Site Access</b>	Public Sewer/Water, Gas and Electric. East Main Street.
<b>Proximity to Transportation</b>	Located on East Main Street. 1.7 miles from the NYS Thruway.
<b>Environmental Site History and Previous Owners</b>	According to Historical Sanborn Maps (1895), this property was residential and commercial use. Previous Owners – Jay Brundage (2019) and City of Amsterdam (2010).
<b>Known or Suspected Contaminants</b>	Suspected Urban Fill - SVOCs and metals which may be present in soils on site.
<b>Natural / Cultural Resources</b>	Just over .1 miles north of the Mohawk River. .2 miles west of Esperanza Verde Park.
<b>Use Potential</b>	Multi-family housing





## Appendix C – Public Participation Summary

**City of Amsterdam**  
**East End Brownfield Opportunity Area**  
**Step 2 Nomination**  
**Public Engagement Record**

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## **1.0 Introduction**

In order to ensure that all residents and stakeholders have ample opportunity to weigh in on the Step 2 Nomination Study and to become true partners in the process of implementing the study's recommendations, engagement activities for the program are guided by a Public Engagement Plan. The purpose of the Public Engagement Plan is to ensure that the local community is given a voice in redevelopment planning for the study area. This was accomplished primarily through public and stakeholder meetings, attendance at events and meetings, and maintenance of a public project Facebook presence.

The East End Step 2 BOA process took place in parallel with the Northern Neighborhoods Step 2 Step 2 BOA process. Both projects were initiated in summer 2019. Many engagement activities for both took place between August 2019 and January 2020. In March 2020, the global Coronavirus pandemic prohibited any activities that brought people into close proximity with one another, banned most travel and shut down hotels, restaurants and many other businesses. This caused the project to change its engagement strategy from face-to-face to virtual platforms. Fortunately, this did not have a negative impact upon either project as many of the planned engagement activities had been completed and the consulting team was able to adapt the remaining activities to an online engagement model.

This is a summary of the public engagement activities for the East End BOA Step 2 Nomination Study. It includes summaries of activities and events that relate to both the East End and Northern Neighborhoods BOAs.

## **2.0 “Small Conversations about Town”**

As part of the engagement process, the consulting team conducts “small conversations about town.” These are discussions that get the team out to the study area to “meet the public in public,” rather than inviting the public to come to a formal workshop setting. These small community discussions could occur in pop-up fashion in parks, on the street, during weekly events such as farmers markets or annual festivals. This technique gives consultants the opportunity to have a significant number of two- to three-minute conversations with a very wide demographic over a relatively short period of project time. In Amsterdam, the team had a presence at the 2019 City of Amsterdam Craft Beer Festival. Because the team had difficulty identifying wintertime events and venues for these conversations, the decision was made to pivot to a more intentional model and the noon Rotary and Inman Senior Citizens Center were identified as venues for discussion. There was also an ongoing relationship with the Community Connections Clubhouse. A planned presence at the weekly Bingo game was not executed because of the shutdown resulting from the COVID-19 pandemic.

At each event attended by the consultants, participants were invited to fill out what came to be called the “small conversations” questions – a ranking question and three open-ended questions for each BOA study area.

### **1.1. City of Amsterdam Craft Beer Fest, August 16, 2019**



The project team had a table at the City of Amsterdam Craft Beer Fest on Aug. 16, 2019. At the table there was a map of the two Brownfield Opportunity Areas to orient participants to the study areas. The small conversations questions were also available at the event.

As a fun element, participants who stopped by the table could have their photos taken in a decorative picture frame (see right).

How should we reuse vacant factory and mill buildings in Amsterdam's Northern Neighborhoods BOA?

- Artist space
- Event space
- Fix them up, make them look better
- History/destination
- Manufacturing jobs



Where does Amsterdam's Northern Neighborhoods BOA Area need more parks and open space?

- Dog park
- More connectivity between trails

I want a \_\_\_\_\_ in the \_\_\_\_\_ part of Amsterdam's Northern Neighborhoods BOA Area!

- Grocery store/fresh food
- Bike trail connectivity and signage
- Brewery/ hang out
- Brewery/ hang out
- Brewpub in the plaza
- Fitness opportunities or grocery store in 5 Corners
- Grocery store in 5 Points
- Museum in Mohasco Mills
- Outdoor bar
- Restaurant/breakfast
- Restaurants in vacant market
- Sidewalks

East End BOA questions were also available. That input received:

How should we reuse vacant factory and mill buildings in Amsterdam's East End BOA Area?

- Affordable housing
- Apartments
- Arts district
- Brewery
- Brewery
- Community services: Planned Parenthood, drug and alcohol prevention, day care center
- Food co-op
- Grocery Store

- Hotel/motel
- Lofts
- Market-rate housing
- Mixed use
- Night life
- Trade school/community college

"I would visit the Mohawk River in Amsterdam's East End more often if I (or my family) could do this\_\_\_\_\_."

- Have easier access
- A better business climate
- Art
- Be safe
- Better connectivity
- Brewery
- Farmers market
- Get rid of mall
- Get to it easier
- Go out to eat
- Go out to eat
- Handicap accessible kayak launching
- New gathering space
- Parking
- Parking
- Parking
- Restaurants
- Restaurants/fresh food
- Scenic views
- See what Schenectady has done

Where does Amsterdam's East End BOA Area need more parks and open space?

- Pocket parks on side streets
- Dog parks
- Mini-golf
- Near water
- Splash pad
- Walking path to connect east and west
- Yes
- Yes

A final question invited participants to rank four statements in order of importance with 1 being most important and 4 being least important. No distinction was made between East End and Northern Neighborhoods BOAs for this question. The final ranking from most to least important was:

1. Tourism to support economic development
2. Restore and reoccupy vacant and abandoned homes
3. Reuse vacant and abandoned industrial buildings to bring back manufacturing jobs



#### 4. Reuse vacant and abandoned industrial buildings for new uses

Note that six responses is not enough from which to draw any solid conclusions. These questions, particularly the ranking question, were asked again and again through the project processes.

### 1.2. Inman Senior Center Engagement, January 22, 2020

The project team met with members and guests of the Inman Senior Center on January 22, 2020. The purpose of the event was to provide the participants with an overview of the program and to gather their input. A number of lively conversations ensued, and the assembled participants also filled out the “small conversations” sheets.



How should we reuse vacant factory and mill buildings in Amsterdam's East End BOA Area?

- Manufacturing jobs are needed, maybe a mini mall, apartments/lofts, all instead of tearing down with greenery, trees around
- Too bad Cossins Park, a beautiful park, is gone
- A grocery store is needed
- Remodel buildings to draw small type business development
- Grocery store? Markets? Senior housing?
- Craft brewery
- Craft factory a la pottery, weaving, painting, textiles
- Physical fitness/gym area if rec center is not built
- Incubator space – culinary, self-employment
- A location to house "recovered" windows, doors, mantles, fixtures, etc., from vintage buildings that have been demolished \*this has been a goal of the Historic Amsterdam League
- make an indoor garage slae/flea market
- Snow emergency parking
- Indoor gardens, hydroponic
- Beautiful loft apartments
- New industrial manufacturing
- Convert existing factory/mill buildings for apartments overlooking the river
- Clean up the East End of all of the garbage and beat-up homes – people coming in from Schenectady, the first thing they see is dirty streets and streets full of potholes. Fix the streets, get rid of trash.
- Turn it into a grocery store
- Apartment buildings and community use area
- Park
- Loft apartments, interesting retail, small coffee shops, art galleries
- Playgrounds
- Senior living

Where does Amsterdam's East End BOA Area need more parks and open space?

- Housing is very important in city limits
- Parks, walkways and trails along river
- Neighborhood playgrounds for children

- Along boat launch
- Knock down the mall – rebuild or split it in half somehow so that Main Street can be connected again – stores and parks on each side of the street
- Knock down the old mills
- Parks overlooking the river

"I would visit the Mohawk River in Amsterdam's East End more often if I (or my family) could do this\_\_\_\_\_."

- Easily
- A nice walking path along the river. I grew up in the East End and never went near the river. No access even as an adventurous child. Not to mention I was always told the river was dirty. I know it isn't today (We need to have areas protected too)
- New development of anything
- Kayak
- Boat launch – kayaking – picnic area – lodging – hotel – boutique hotel
- Bed and breakfast
- Have an ethnic restaurant to support
- Have events at the Creative Connections Center
- Have a grocery store in the neighborhood a la Lou's of yesteryear
- Need easier access to the park and restaurant especially for disabled and elderly and those with bicycles and strollers, etc.
- A parking lot by restaurant
- A safe and easy way to cross the tracks
- Create better access to the river over or under train tracks
- Access to the islands, "ferry boat", recreation area
- East End could use a grocery store instead of going up on Route 30
- Boat docks and launches for boats and maybe just an ice cream dairy
- The Riverlink Park is very nice but not easy to get to from the north side. There needs to be parking that is safe to use
- Get to it easier
- Better parking and access to Riverlink Park waterfront
- Knock down the mall
- Be able to walk from "downtown" over the Gateway Bridge
- East Hispanic food, shop fair trade goods

There were 14 responses to the ranking question. The responses in order from most to least important:

1. Restore and reoccupy vacant and abandoned homes
2. Reuse vacant and abandoned industrial buildings for new uses
3. Reuse vacant and abandoned industrial buildings to bring back manufacturing jobs
4. Tourism to support economic development

### **1.3. Noon Rotary, Wednesday, January 22,2020**

The project team visited the noon Rotary Club meeting on Wednesday January 22. Community Development Director Amanda Bearcroft made a presentation to the group about the project. During



the meeting participants filled out the ranking question, There were 24 responses. From most to least important, the responses were:

1. Reuse vacant and abandoned industrial buildings for new uses
2. Reuse vacant and abandoned industrial buildings to bring back manufacturing jobs
3. Restore and reoccupy vacant and abandoned homes
4. Tourism to support economic development

#### **1.4. Creative Connections Clubhouse input**

The project team invited the staff and youth of Creative Connections Clubhouse to complete the three open-ended questions for each BOA as well as the universal ranking question. Their input follows.

*Where does Amsterdam's East End BOA need more parks and open space?*

- I would like to see the Riverfront Center renovated and open to the public where people can come shop and socialize.
- Where the Fownes Building stands.
- Don't need more parks. Need to fix what is there.
- They should add a pool on the East End for the families that have no vehicle to go uptown to the city pool.
- We do not need more parks. We need more housing and stores.
- Something that [provides a welcoming entrance to the city. Possibly not even parks but grants for people to improve the curb appeal of their homes. Perennial flowers and something that makes people say "wow, this is Amsterdam."
- Does not need more parks.

*"I would visit the Mohawk River in Amsterdam's East End if I (or my family) could do this \_\_\_\_."*

- Not have to see so many vacant buildings.
- If stores and buildings were restored. If there was more things to do for kids especially. Fix up Riverfront Mall is a great place to start.
- If there was a restaurant, maybe easier access to park. Some rides or boats or jet skis to rent.
- Have more functions there.
- If there would be more family friendly activities.
- Laser tag/go kart place.
- Didn't have anything else to do.
- Eat dinner or just walk. Live music always brings me to places. I'm not much for shopping but food trucks would be a neat concept in a park with live music.
- Not have to see so many vacant buildings. It's an eyesore.
- Have picnic tables and have more public access to the river! Kayaking would also be a great move if you could have a shed with rentals for kayaking and other water sports.

*How should we reuse vacant factory and mill buildings in Amsterdam's East End BOA area?*

- Remodel buildings and make them apartment buildings
- Bring more companies to Amsterdam to create more jobs. Also can turn into an apartment building or shelter for the homeless.
- After school programs. Daycare center. Place to build sport programs and also learning programs.
- Bring back more factories to create more jobs.

- They should be used as government programs for people to better themselves.
- Use space for after school activities like a hangout spot
- Open businesses to provide jobs for the unemployed in the town.
- Allow these to be used as think spaces – rent free for start up companies. There could be apartments that are inexpensive and work spaces available to brainstorm. We need inexpensive housing at a desirable location for people just starting out. Amsterdam could have the potential of walkable communities for young professionals.

*Where does Amsterdam's Northern Neighborhoods BOA need more parks and open space?*

- We need to knock down many abandoned buildings in Amsterdam. This would make space for parks and open spaces for new homes.
- Church Street
- 707 area
- East Main
- Open sports complexes and walking paths would be ideal. Somewhere that could be easily accessed in a central location. The four diamonds could be revamped because of its proximity to Route 30. Parking needs to be available for the out of towners.

*I want a \_\_\_\_\_ in the \_\_\_\_\_ part of Amsterdam's Northern Neighborhoods BOA area!*

- Olive Garden in the Route 30 area
- Dog park in the Clizbe Avenue area
- Pitch and putt golf course for kicks in the 705 area
- Smoothie shop on Division Street
- Revamping of large desirable playgrounds, e.g. Sassafras
- Soccer complex like Scotia's
- New housing that is in the 150K-200K range.
- Marketing of what Amsterdam offers – the Rec Dept. is doing a great job and they need money to support their efforts.
- Dog park or open recreation area, consider cross country skiing, soccer fields, sleigh riding

There were 12 responses to the ranking question. The responses in order from most to least important:

1. Restore and reoccupy vacant and abandoned homes
2. Reuse vacant and abandoned industrial buildings for new uses
3. Reuse vacant and abandoned industrial buildings to bring back manufacturing jobs
4. Tourism to support economic development

## **3.0 Public Workshops**

There were two sets of public workshops planned for each of the BOA areas. The first set were conducted in October 2019. The second set, conducted on-line via the Zoom platform, were held in November 2020.

### **3.1 October 28, 2019 Public Workshop**

A public workshop was held on the evening of October 28, 2019 in a vacant storefront at 131 East Main St. owned by Centro Civico. Roughly 30 people attended the meeting.



The evening's activities began with a brief PowerPoint presentation about the Brownfield Opportunity Area and the study's purpose. Throughout the evening a member of the consultant team was available to answer questions about the Brownfield Opportunity Areas program and about the East End Brownfield Opportunity Area in particular. A poster-sized map of the area was available to aid this discussion. Following the presentation, attendees were invited to participate in several activities:

**Collaging** – Participants clipped images they found relevant from a collection of magazines that were provided and applied them to sheets of construction paper with glue sticks. Taken together, the collages were participants' vision of a preferred future for the East End BOA. Themes represented in the nine collages that were completed are:

- Gardens, playgrounds, parks, and public open spaces
- Trails
- Dog parks
- Restaurants
- Festival spaces
- Modern architecture
- Dense urban development
- Busy main street

**How does Amsterdam's East End sound? And How should Amsterdam's East End sound?** – Participants were invited to use Post-It Notes to express how they think the East End sounds and how it should sound.



**How does it sound?**

- Sirens
- Train horns
- Quiet
- Under utilized
- Traffic
- Instability
- Crime
- Fighting
- Fearful
- Unsafe
- Drug dealing
- Train Horns, honk! Honk!
- Not sure because I have no reason to visit at this time
- Dead silence, white noise
- Now is not good but we hope with the re-prosperity of the Mold Mohawk Teepee Restaurant the community will have prosperity
- Mohawk Teepee Restaurant can make your dreams come true
- Through traffic and trains

**How should it sound?**

- Families and laughter

- Socializing
- Children
- Fun, peaceful, safe
- Food
- Life
- A tunnel of music, traffic and laughter
- Community
- Live music
- Happy people being outdoors
- Music
- Culture Inviting
- Fun party chill
- Safe
- Livelihood

Small Conversations Questions were also available at the workshop. Input received was:

How should we reuse vacant factory and mill buildings in Amsterdam's East End BOA Area?

- Clean industry/hi tech
- Start ups
- Event venues
- College or educational center
- Reuse old factories for mixed-uses; restaurant/banquet space on the top floors
- Lofts
- Commercial studio/offices
- Mixed-use building: businesses, shops, cafes, boutiques, outlet; studio apartments above
- Arcade
- Music studio
- Art studio
- Stand-up comedy

Where does Amsterdam's East End BOA Area need more parks and open space?

- Near river
- Mini playgrounds
- All along the waterfront
- The west end
- Highly clustered residential areas

"I would visit the Mohawk River in Amsterdam's East End more often if I (or my family) could do this\_\_\_\_\_."

- Overlook the river from a brewery
- Get across the railroad tracks safely
- Enjoy the local shops or riverfront
- Visit dining and shopping establishments that are locally owned/operated
- BBQ
- Upgraded playground
- Party



- Follow designated paths along the river, maybe bike paths
- Have easier access to the water

The ranking question received 16 responses this time and the final ranking from most to least important was:

1. Reuse vacant and abandoned industrial buildings for new uses
2. Restore and reoccupy vacant and abandoned homes
3. Reuse vacant and abandoned industrial buildings to bring back manufacturing jobs
4. Tourism to support economic development

### **3.2 November 16, 2020 Public Workshop**

A second public meeting was held Nov. 16, 2020. Because of COVID-19 restrictions, the meeting was conducted on the Zoom electronic platform. The purpose of the meeting was to present the graphic concepts and to discuss the overall findings of the study. There were 12 attendees in addition to project consultants and City staff.

The meeting opened with a PowerPoint presentation about brownfields and the New York State Brownfields Opportunity Areas program and included summaries of the work completed to date including the market analysis.

The market analysis is based upon stakeholder interviews and industry data. It focused on four development categories:

- Office
- Industrial / Flex
- Retail
- Multi-family residential
- Among the market analysis finds are:
- Rates of population growth and development are somewhat stagnant except warehousing and distribution;
- Possible opportunities in industrial, multi-family and retail (situational);
- Site readiness is crucial;

The report on the market analysis concluded that for redevelopment to take place in the current economic environment, it will need to be “induced” meaning that planning, teamwork and promotion will be necessary with all players – developers, city, state and additional stakeholders – all playing significant roles.

An overview of the public participation activities and techniques to engage citizens as partners in the revitalization efforts was provided. These activities include:

- Kayaking the Mohawk River and Beer Fest outreach – August 2019
- Interactive Sit Tour (Lower Mill and Front Street) – October 2019
- Public Workshop – October 2019
- Online Community Survey – Opened December 2019
- Riverfront Center Workshop – January 2020
- Inman Senior Center, Rotary Club Lunch, Creative Connections Presentation – January 2020

An overview of the conclusions and recommendations for the strategic sites and presentation of the graphic concepts that were prepared for the East End Gateway and proposed Front Street entertainment district were provided.

Uses recommended for the East End Gateway, site of the soon-to-be former DPW facility, include:

- Grocery Store
- Retail
- Medical immediate Care
- Community Services / Employment Services
- Day Care
- Play Area

Uses recommended for the proposed East End Entertainment District include:

- Movie Theater
- Lofts and Apartments
- Local Businesses
- Farmers Market
- Rooftop Bar
- Connection to Riverfront Park

Participants were invited to answer the following questions through the Zoom chat feature:

*Where would you take someone in the East End BOA who has never been there before?*

- Creative Connections Clubhouse x2
- Riverlink Park / music nights
- New Esparenze Verde Park
- Riverlink Park
- MVGO and kayaking on the Mohawk/through the locks
- Riverlink Park. Great place where events were hosted (prior to COVID!) that celebrated the community.

*What types of recreation have you been engaging in within the City of Amsterdam during the pandemic?*

- Erie Canalway Trail (bike path)
- Utilized the Empire State Trail more
- Tons of traffic on the trail
- We've been on the Chuck Trail behind Stickermule a bit

*What is one thing that should be included in the East End Entertainment District?*

5. Visitors center / Kiosk

In addition to the questions through the interactive chat window participants submitted the following questions during and after the workshop

*What percentage of area residents participated in the survey?*

**Answer:** There were 71 responses to the East End Survey, too few for statistical significance, but the responses were consistent with the input gathered throughout the project. The survey isn't and shouldn't be used as a sole source to determine development within the East End but as a piece of the bigger community outreach picture.



*How does the flood plain impact these alternatives?*

**Answer:** Future development will have to go through due diligence with FEMA, the DEC and the Army Corp of Engineers. It is noted within the Nomination Study that some portions of the Study Area are within floodplains and floodplain mitigation should be taken into consideration.

*How does current zoning overlay with the BOA and what changes are being considered*

**Answer:** The City is currently going through a Form Based Code update that is not part of the BOA Study. The Form Based Code update is part of the DRI and will replace existing zoning regulations for design over land use. It is expected that the FBC will positively impact new development within City and set standards for suggested development within the BOA. The projects are within zoning districts where suggested future use is permitted.

*Have any individual parcels been tested for contaminants?*

**Answer:** No parcels within the East End BOA have been tested for contaminants. The City of Amsterdam submitted an EPA Brownfields Assessment Grant for FY21. The grant would provide \$300,000 at no cost to the City to assess potential brownfield sites.

*Is there no place in the US with train tracks that has at-grade crossings that Amsterdam could replicate?*

**Answer:** The project team looked into this and due to the speed and number of trains per day, an at-grade crossing is not feasible

## **4.0 Interactive Site Tours**

Oftentimes we are looking at our surroundings from a distance and moving quickly while we do it. A great way to understand any site is to truly experience it. It is amazing to discover what elements are remembered, imagined or interpreted that are different from reality. Our experience of a place comes from our interaction within it, and walking tours allow us to see the area with fresh eyes. Access alternatives such as golf carts can allow people with special mobility needs to participate as well.

It is important to have as diverse a group of participants as possible on the site tours, such as the steering committee members, stakeholders, market analysts and Municipal Departments to best maximize the opportunity for all participants and to experience and comment on issues and opportunities in real time.

These tours are generally no more than two hours in duration, allowing participants to contemplate and address the challenges and opportunities of the area.

### **4.1 October 29, 2019 Interactive Site Tour**

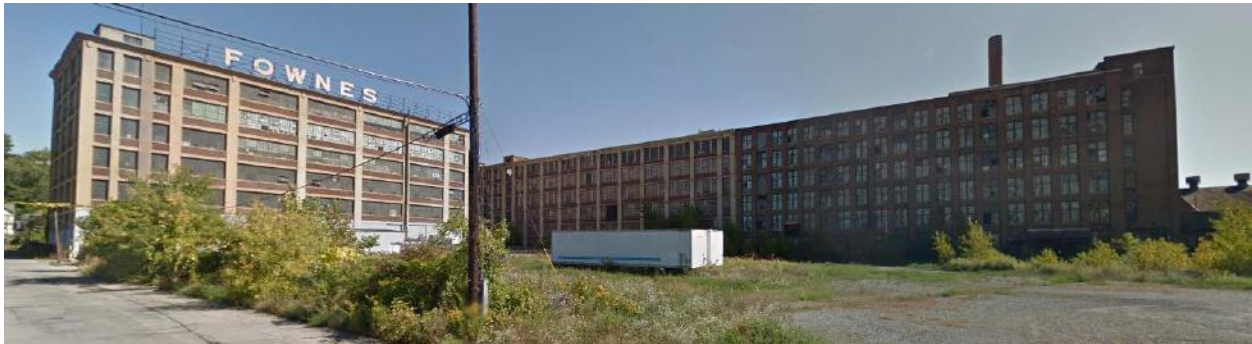
The interactive site tour included about a dozen participants to consider Front Street and the Lower Mill Complex. The East End Brownfield Opportunity Area is defined by NYS Route 5, CSX railroad and the Mohawk River. This study area is largely industrial on its eastern end and anchored by downtown on its western extent.

About 10 percent of the land in the East End BOA is vacant and there are numerous vacant and underutilized industrial and commercial properties including historic structures. Housing vacancy is also a problem in the East End as the loss of manufacturing jobs resulted in decreased population.

Significant gateway opportunities exist, including at the City DPW facility at Degraff and Route 5 as well as in the downtown area.

Participants used a van generously provided by Centro Civico and cars to visit each of four stops. A fifth unscheduled stop, at the former Mohawk Teepee Restaurant, was added.

#### Stop #1 – Degraff and Lower Mill complex:



Participants were largely struck by the sheer scale of the Lower Mill Complex and the challenge of redeveloping a facility of this size. It is anticipated that the market analysis will lead to recommendations for future uses here. Concerns include that antiquated building systems could hamper redevelopment. But the buildings are still attractive and hold a special place in the heritage of the city.

#### Stop #2 – Degraff Street and Route 5 Gateway discussion:



The scale of the Route 5 right of way here, with two lanes in each direction and a large median, is much larger than is needed for the volume of traffic it handles. If the road were straightened and brought to one travel lane in each direction with no median, additional land for development could be recovered, sidewalks and bike paths could be added and the overall scale of the area could be improved.

The DPW facility here is large and in mediocre condition. Participants thought a study of the buildings could determine if they are worth rehabilitating or not, and if not, is there another site appropriate for this use out of a main gateway area to the city?

#### Stop #3 – Morris and Front streets





Front Street is an under-utilized and poorly understood section of the city. It is not paved for much of its length with potholes and puddles. Participants were struck by how close Front Street is to everything else, although it feels very isolated. The railroad tracks are a barrier to river access for Front Street. While this area was historically home to large water-dependent manufacturing and transportation concerns, in the future, the scale could be intimate with housing and mixed uses.

#### Stop #4 – Front Street Warehouse



The dilapidated historic warehouse is an opportunity for the city and/or developers to kick start the revitalization of the Front Street area. Participants main concerns were that cost and its isolated location could be barriers to redevelopment. However, they agreed that it could one day be part of a vibrant streetscape.

## 4.2 January 22, 2020 Riverfront Center Engagement

The project team held a mini-public workshop in the main area of the Riverfront Center on January 22, 2020 in lieu of an interactive site tour. There were about 15 participants in the meeting. The meeting focused on determining the current situation with the mall, what prevents the community from realizing success at the mall and what is the potential for the mall. The participants used “Points of You” cards to spark conversation. Each card has an image and a word and participants selected a card for each question using either the word or the image to frame their responses.

#### Current situation

- |                 |               |             |
|-----------------|---------------|-------------|
| • Opportunities | • Learning    | • Self-pity |
| • Depend        | • Habits      | • Excuses   |
| • Judgement     | • Stuck       | • Fear      |
| • Awareness     | • Failure     |             |
| • Should be     | • Almost      |             |
|                 | • Empty space |             |

**What is holding us back?**

- Unity
- Failure/Fear
- Trust
- Belief
- Judgement
- Goals
- Communication
- Participation
- Destination
- Ego
- Land
- Journey
- Habits
- Should-be
- Lack of awareness
- Together

**What is the potential?**

- Goal
- Communication
- Alignment
- Knitting
- Timing
- Opportunity
- Everything is possible
- Success
- Almost
- Ego
- Together
- Leadership
- Authenticity
- Beginners

## **5.0 Community Survey**

A community survey was developed to gauge community sentiments about several BOA-related issues. The community survey is part of a robust community engagement program for the Step 2 Nomination Study and is the only engagement technique that results in scientifically quantifiable results.

With the support of the Advisory Committee the survey instrument was developed for launching on the on-line Survey Monkey platform. The instrument included 11 questions, including numerous open-ended questions and opportunities to add comments to closed-ended questions. Open-ended questions and closed-ended questions that allow a comment are important because they help overcome any unintended bias in the survey instrument and to allow survey respondents to clarify their responses. To publicize the survey news releases were distributed to local media and the survey was also promoted through the project's Facebook page. The link to the survey was also distributed by email.

### **5.1 Survey Results and Analysis**

#### **5.1.1 Summary**

The survey opened on December 6, 2019 and stayed open until June 15, 2020. There were 81 responses received with a completion rate of 100%. This means that all the respondents answered all questions. Unfortunately, the small number of participants will not reflect statistical significance but nonetheless provides a unique understanding and community perspective.

The responses to the survey are summarized below.

#### **5.1.2 Q1– Do You Live and/or Work Inside the BOA?**



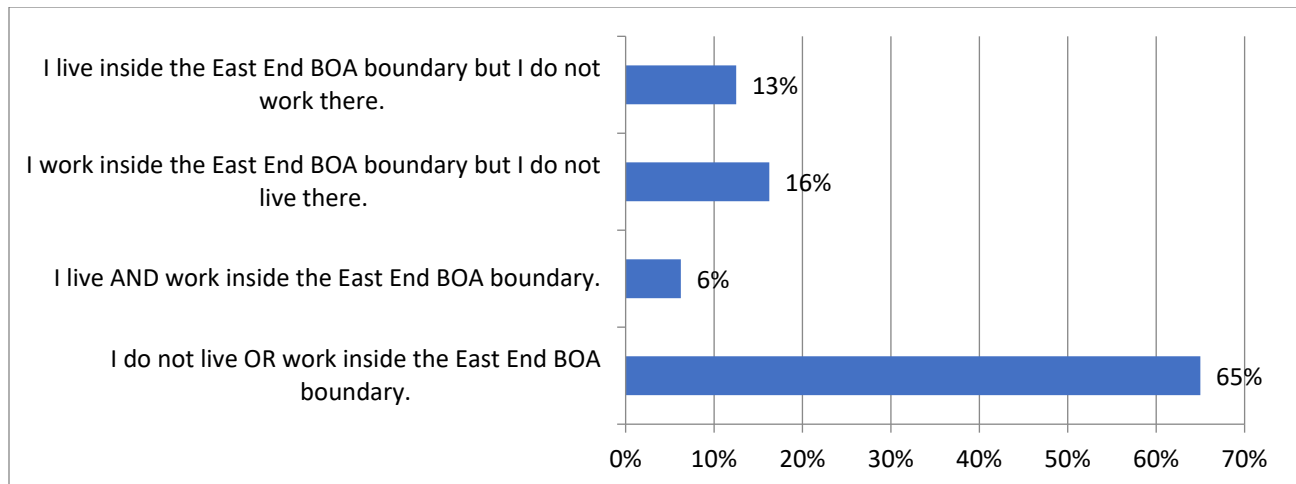


Chart 1 – Do You Live and/or Work Inside the BOA?

### 5.1.3 Q2 – If You Do Not Live Within the BOA, Where Do You Live?

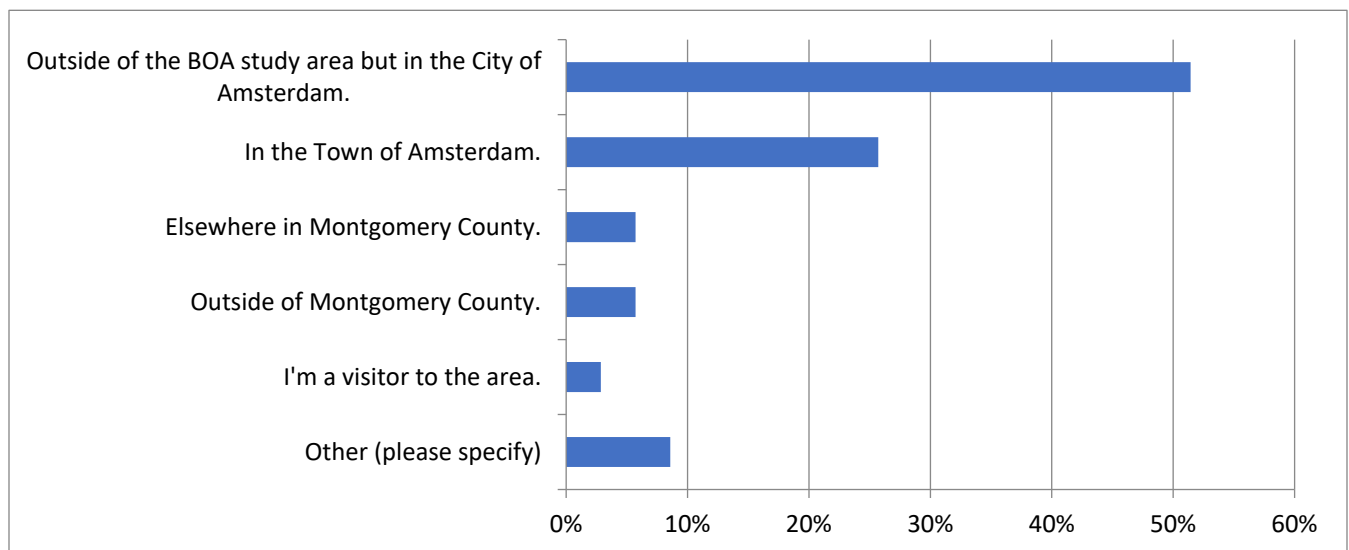


Chart 2 – If You Do Not Live Within the BOA, Where Do You Live?

The majority of survey respondents do not work or live inside the East End BOA boundary site or 52 out of the 80 responses. The next highest response was from the individuals who work inside the boundary but do not live there, at 16% whereas those who live in the area but do not work there consist of 13% of the survey respondents. Only 6% of the participants both live and work within the BOA boundary.

Although the majority of the participants did not live within the BOA site boundaries, over half of the remaining 70 respondents lived elsewhere in the City of Amsterdam. Over a fourth of the participants live within the Town of Amsterdam. The remainder of the choices fell under 10% of the survey participants, including about 6% living elsewhere within Montgomery County, about 6% living outside Montgomery County and about 3% visiting the area. Approximately 9% of the respondents specified

“other”, writing in answers such as “Town of Florida”, “I love it there”, “Eagle Street” and “East End”. Two of the write in responses mentioned growing up in Amsterdam but are now relocated. Although the many of survey participants do not live or work in the East End BOA, the majority live within the city, town or county and express familiarity with the site.

#### 5.1.4 Q3 –Priorities for Revitalizing the East End BOA

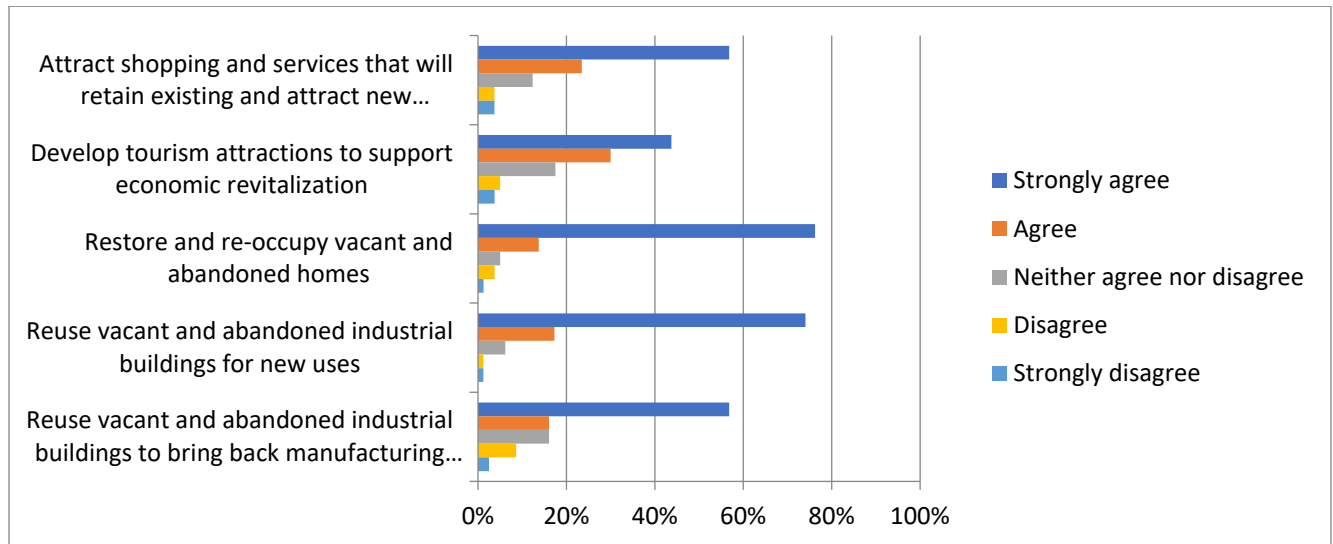


Chart 3 – Priorities for Revitalizing the East End BOA

Respondents felt most strongly about the restoration and occupancy of vacant and abandoned homes, with approximately 76% participants strongly agreeing. Another area of strong agreement was the reuse of vacant and abandoned industrial buildings for new uses, with around 74% of participants. Both attracting shopping and services that will retain existing and attract new residents as well as the reuse of vacant and abandoned industrial buildings to bring back manufacturing jobs had over 50% of respondents in strong agreement. Across the board, respondents leaned towards agreement rather than neutrality and disagreement over priorities for revitalizing the BOA.

Respondents wrote-in answers such as

- Less welfare and section 8 housing
- Days of textile manufacturing are long gone. Thanks China.
- Cluster and demolish properties adjacent to the railroad to create industrial sites with railroad spurs
- I believe the housing in that area would be difficult to restore. Perhaps the manufacturing buildings could be converted to housing?
- I believe we should move forward and utilize the amazing natural resource of the Mohawk River for the benefit of East End residents, all Amsterdam residents and visitors. If this was done it could become one piece of an economic driver to turn the East End around and contribute to the economic vitality of Amsterdam. It's also one of the entry ways into our city. This could make a huge positive impression on visitors and also on residents.
- Clean it up, make landlords accountable, more police presence.
- Reconnect Main Street



- To avoid gentrification of the population that lives in this area, while promoting economic development.
- Creation of subsidized housing
- Parks, green space preservation
- Clean up the mall so it looks nicer
- Tear down the mall that breaks the city in two

#### 5.1.5 Q4 – Three Things Liked Most About the East End BOA

The participants were invited to name three aspects of the City of Amsterdam East End BOA they liked. Of those who took the survey, 67 participants wrote in answers to this question expressing the access to the river, people and homes/buildings were of the best parts of the BOA.

Many of the responses named river access and the accessibility of the East End as the top thing they like. Riverlink Park was also named as a favorite feature. Specific comments included:

- Proximity to the river
- Location along the river
- I love the river and trains
- Easily accessible to the entrance/ exit of the city and a beautiful park
- Attraction to boaters
- Natural features
- Water frontage
- Mohawk River

When naming a second feature they most like about the East End, respondents named the history of the area, and its architecture as well as the people who comprise the study area. The river also features prominently in the responses. Specific comments included:

- Cultural diversity
- Ethnic group and culture
- Community
- Large Families
- People are interested in the community
- Churches
- Old buildings
- The brick buildings
- Architecture of older buildings
- Beautiful old church
- Old and vacant buildings can be repurposed
- Old homes
- The mall building

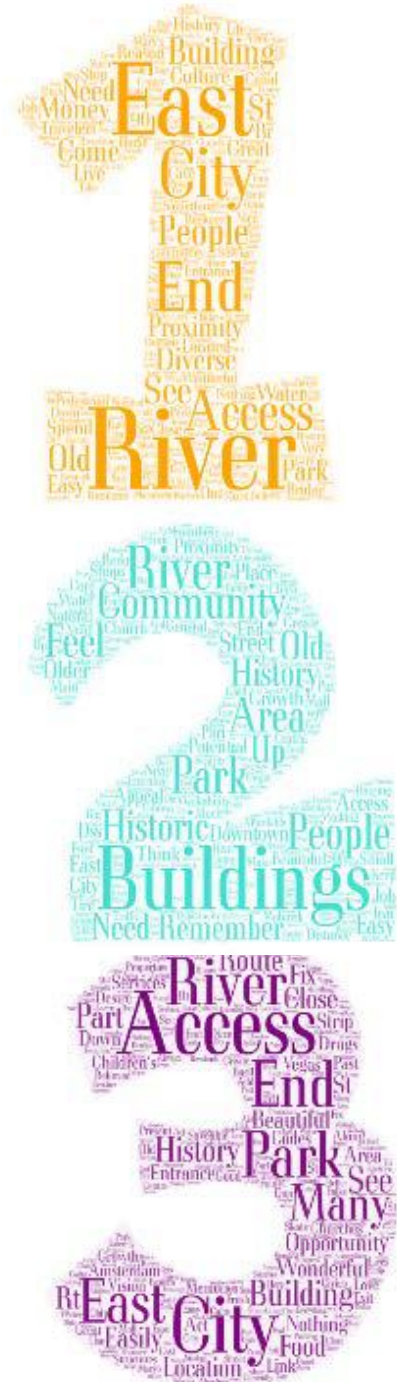


Figure 1, 2, 3 – Most Liked East End Features

- In their third responses, the city's location on the Mohawk River was mentioned, as was the ease of access to the city via the Thruway and Route 5. The Creative Connections Clubhouse was mentioned as was the Mohawk Valley Gateway Bridge. Some specific comments included:

- The East End is a wonderful and beautiful part of Amsterdam and if we have the vision to see that and the desire to act as if we believed that we could create something wonderful not just for the East End but for our wonderful and great city of Amsterdam. Past, Present and Future!!!
- The history of the area
- The mall building
- The old churches
- Walking Bridge
- Calm and quiet
- Centro Civico, across from St. Mary's; children's park and skate park across from Fresh Basil
- River Link Park
- Street activity, seeing folks always moving about
- The Clubhouse and the services it provides

### 5.1.6 Q5- Three Things to Change About the East End BOA

The diversity and range of answers from participants about the improvement of the Amsterdam East End site was vast. Of those who participated in the survey, 74 individuals wrote in answers for what they want to see changed in the area. Many respondents mentioned environmental planning, rehabilitation of old infrastructure, transportation issues for a range of mobility choices and overall aesthetic transformation.

A recurring theme throughout the respondent's answers was the restoration of older or vacant properties within the site area. Some of the answers specifically reference the mall while others more broadly stated "empty housing". Some of the responses included:

- Tear down vacant buildings
- Neighborhood Blight (Abandoned Homes)
- The buildings on East Main street are in horrible condition should enter the city with more pleasant atmosphere.
- Restore buildings on main street
- Rehab empty housing
- Get rid of the "mall"
- Removal of buildings that are abandoned
- Revitalize empty buildings
- Vacant falling down houses
- Demo Abandoned run down homes and buildings
- rebuild the old houses
- Occupancy abandoned house
- removal of the dead mall and garage





- [illegible]

[illegible]

- Figures 4, 5, 6 – Things to Change in the East End*

## C-22

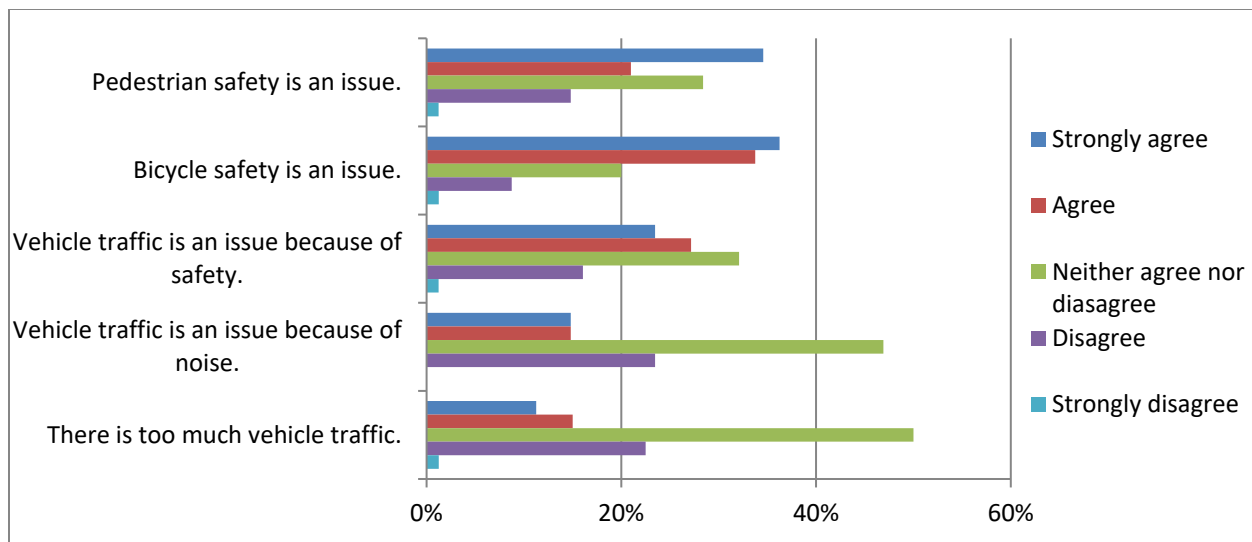


Chart 4 – Vehicle Traffic Issues in the East End BOA

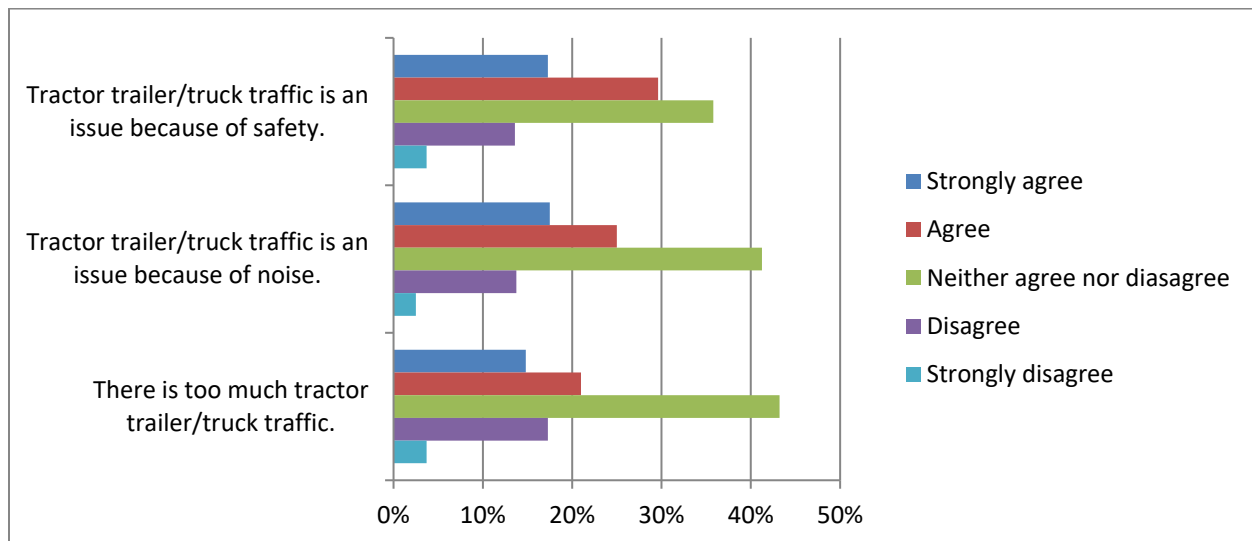


Chart 5 – Truck Traffic Issues in the East End BOA



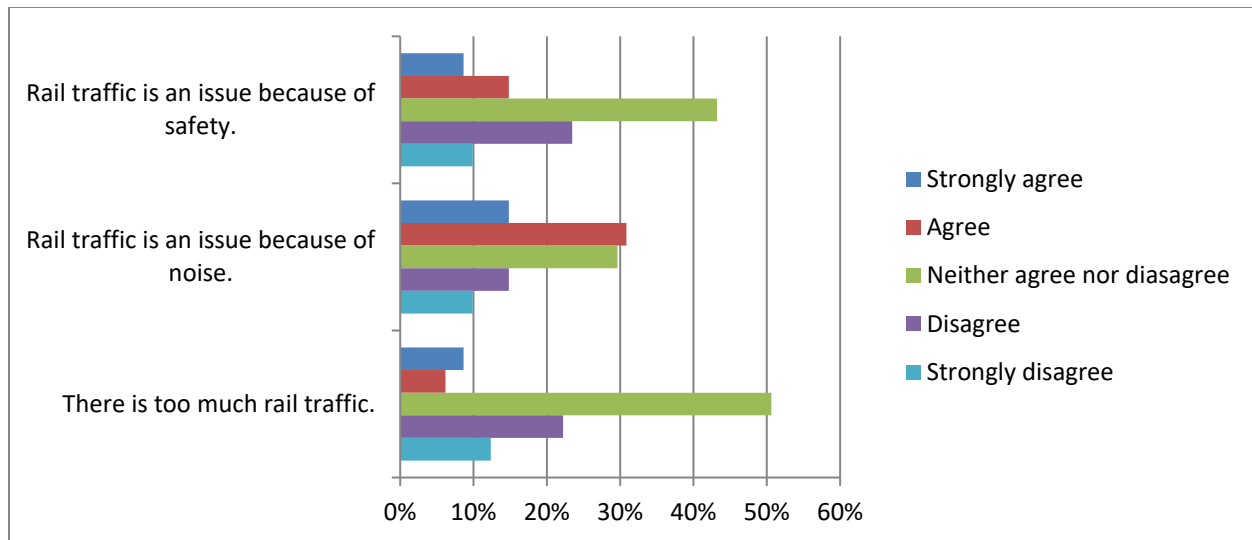


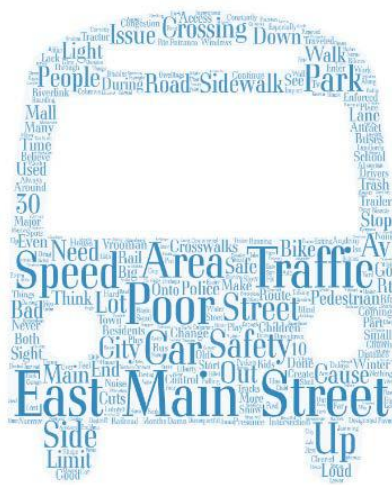
Chart 6– Train Traffic Issues in the East End BOA

Respondents generally are less concerned about the volume and noise of traffic, including vehicles and truck as well as trains. Pedestrian and bicycle safety, however, were identified as issues with respondents. Rail noise is somewhat more of an issue to respondents.

Among respondents, 61% strongly agree and agree that pedestrian safety is an issue while 71% strongly agree and agree that bicycle safety is an issue. Vehicle safety is an issue, with 52% saying they strongly agree and agree, but noise (29%) and vehicle volume (29%).

Fewer than half of respondents strongly agree and agree that truck safety is an issue (46%). Truck traffic noise (41%) and volume (33%) are less of a concern. Rail traffic not a safety issue (28%), nor is volume (16%) but noise is more of an issue (48%)

### 5.1.8 Q7 – Locations of Problems or Conflicts



Overall, responses to this open-ended question about traffic issues in the City of Amsterdam East End are dominated responses about danger, congestion and lack of law enforcement. Ignored speed limits, poor sight distance and narrow roads all contribute to the dissatisfaction of the survey participants. Pedestrian safety is also a major concern, due to lack of crosswalks, poor sidewalk infrastructure and lack of lighting. Bike lanes were also suggested for the area to facilitate this alternative mode of transportation . Additionally, a handful of participants mentioned the placement of the mall prohibiting access to the downtown area.

Trouble spots include East Main, East Main and Vrooman, side streets, access across tracks to Riverlink Park, crosswalks and sidewalks.

Figure 7 – Locations of Transportation Issues

### 5.1.9 Q8 – Use of East End Parks, Open Spaces and Cultural Facilities

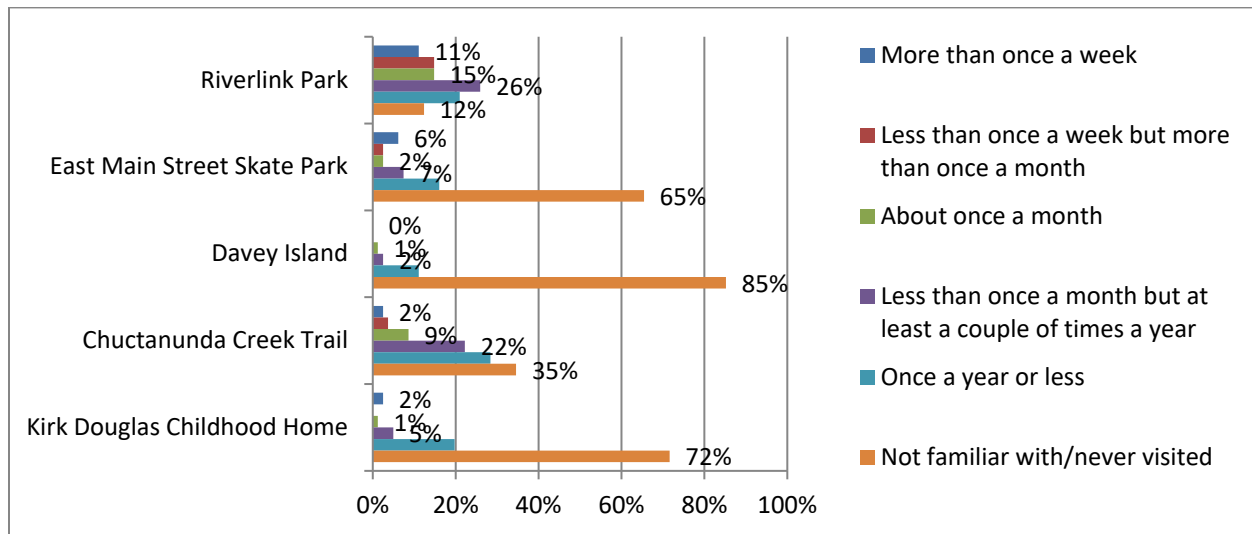


Chart 7 – Use of Parks, Open Spaces and Cultural Facilities in the East End

In terms of how often participants interact with parks, open spaces and cultural facilities in the East End, the majority of participants who responded to these questions never visited or are not familiar with East Main Street Skate Park, Davey Island and the Kirk Douglas Childhood Home. The most visited facility is Riverlink Park, as over 40% of the respondents visit at least once a month. The next most-visited facility is the Chuctanunda Creek Trail, which is visited by approximately 15% of respondents at least once a month. The majority of respondents are not familiar with or have never visited East Main Street Skate Park and Kirk Douglas Childhood Home. Approximately 85% of the respondents were not familiar with or have never visited Davey Island.



### 5.1.10

### Q9 –Recreational activities in the East End BOA

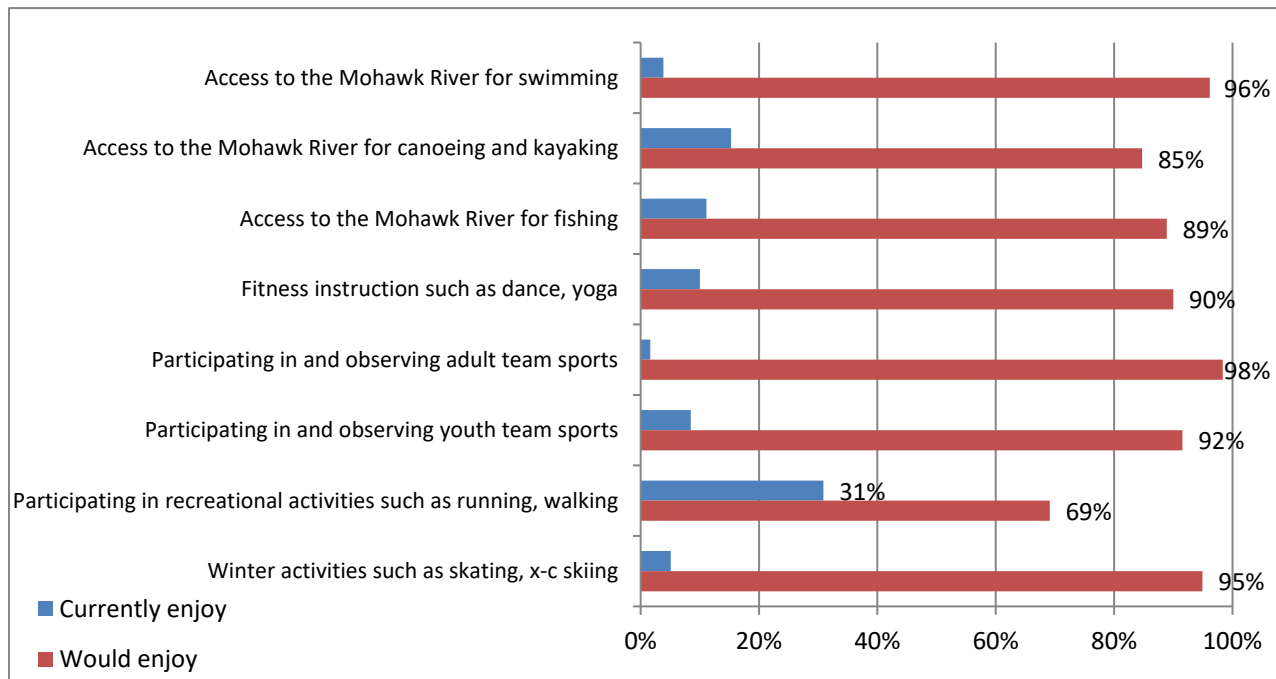


Chart 8 – Recreational Opportunities in the East End

### 5.1.11

### Q10 – Other Activities in the East End BOA

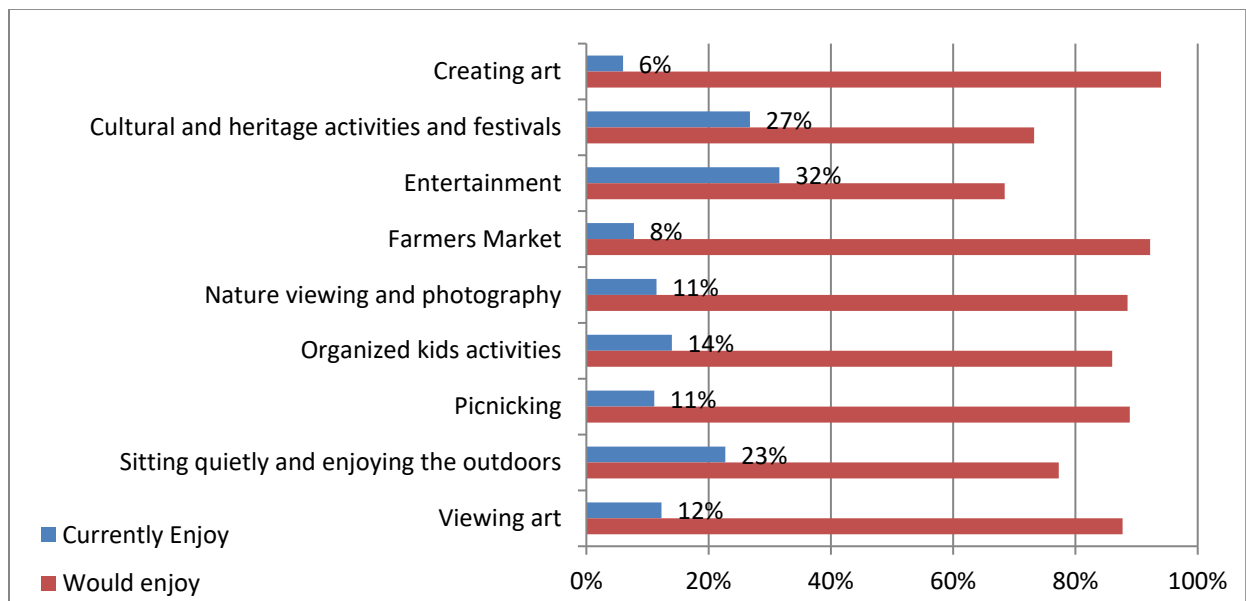


Chart 9– Activities Currently Enjoyed or Would be Enjoyed in the East End

The survey also gathered input and sentiments on recreational opportunities or other activities respondents currently enjoy in the Amsterdam East End parks or what they would enjoy if offered or

taken advantage of by respondents. The responses reflect activities the City could advertise in the future to attract more people to the parks.

A low portion of the participants currently enjoy the activities suggested in the survey as recreational opportunities in Amsterdam's East End parks. The most enjoyed activity was running and walking, which was selected by approximately 30% of the participants. Otherwise, most of the activities were currently enjoyed by less than 15% of the survey respondents.

In terms of additional activities, entertainment as well as sitting quietly and enjoying the outdoors all received over one fifth of the responses of participants who currently enjoy those activities. Cultural and heritage activities and festivals received the strongest response from participants with more than 30% of the respondents. Similarly to the recreation activities, all the other additional activity suggestions fell under 15% of the participants who currently enjoy them.

For all of the recreation opportunities suggested in the survey, the majority of the respondents, over 85% in most cases except those participating running and walking, expressed interest in participating in the activities in the future. The strongest response was towards the potential future of participating in or observing adult sports, as selected by about 98% of participants.

Similarly, the majority of participants expressed that they would enjoy the additional activities in the future. With the exception of entertainment which received 68% of the responses and cultural and heritage activities and festivals which received 73%, all the other options received 75% of the responses. The strongest response for the future enjoyment of an additional activity was creating art, with 94% responding.

Some respondents provided additional activities or comments they would like to be included:

- City Charter says its illegal to swim in the river for a reason.
- Soap box derby
- Dining
- Hiking trails
- It would be wonderful to have a beautiful and safe park for older people to go sit in and look at the river and be a neighborhood gathering place and a destination for residents and visitors alike.
- The air quality around the east end and through the route5 corridor is certainly compromised due to pass through vehicle traffic. It would be nice to divert non-local traffic
- Kids need a green space to play!
- Restrooms for the bridge area!
- none of the above
- Walking and biking and kayaking train along whole river; more businesses closer to train station so you can get a sandwich, book or newspaper when you get on or off train
- Picnicking
- More art is always nice. Especially if it's done by locals.
- Area would have to be cleaned up in order for me to enjoy.
- The possibilities of our wonderful and irreplaceable resource of the Mohawk River are endless. We need to relocate the sewage plant at the end of Kline St and eliminate it's associated truck traffic down a residential street with long time family residents, their children ( who have no place to play but IN the street) and their pets. Locating something like this at the end of a residential street across from the river sends a bad message and is



- It All sounds great but like I said the youth of this city would never let it happen.. whenever someone tries to do good the disrespectful kids tear it down deface property
- none of the above
- Water park

5.1.12 Q11 – What Would You Like to Add about Revitalizing the East End BOA?

The range of answers participants suggested for the East End of the City of Amsterdam were mostly broad changes and positive affirmations for the potential opportunity the site presents. Many responses affirm the revitalization of this area will catalyze other projects and be a major asset for the city. The East End was referred to as the “heart of the city” and that revitalization could bring pride and joy to the city. Others reiterate previous changes they want to see, such as the demolition of the mall and cleaning up the area. A handful of respondents highlighted working with local and marginalized groups in the area for truly successful economic revitalization.

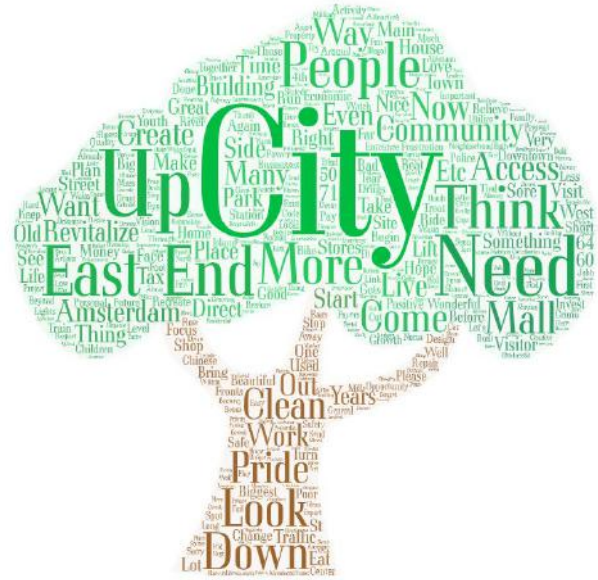


Figure 8– Other Comments about the East End BOA.

## Appendix D – Market Analysis



# City of Amsterdam, NY

## East End Brownfield Opportunity Area

### Market Analysis

Prepared by C&S Companies

This document was prepared for the  
City of Amsterdam and NYS  
Department of State with funding  
provided through the Brownfield  
Opportunity Areas Program.

July 2020

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### Attachment A: Marketplace Profile Reports – Retail Trade Areas

## Executive Summary

The purpose of this analysis is to evaluate market and socioeconomic conditions as part of the City of Amsterdam East End Brownfield Opportunity Area (BOA) Step 2 BOA Nomination Study process, in order to identify possible market-supported opportunities for the reuse and/or redevelopment of properties within the East End BOA study area. This analysis will help ensure that recommendations for future uses and actions to occur within the study area reflect economic conditions and are grounded in the relevant market context.

The analysis draws upon a number of data sources, including:

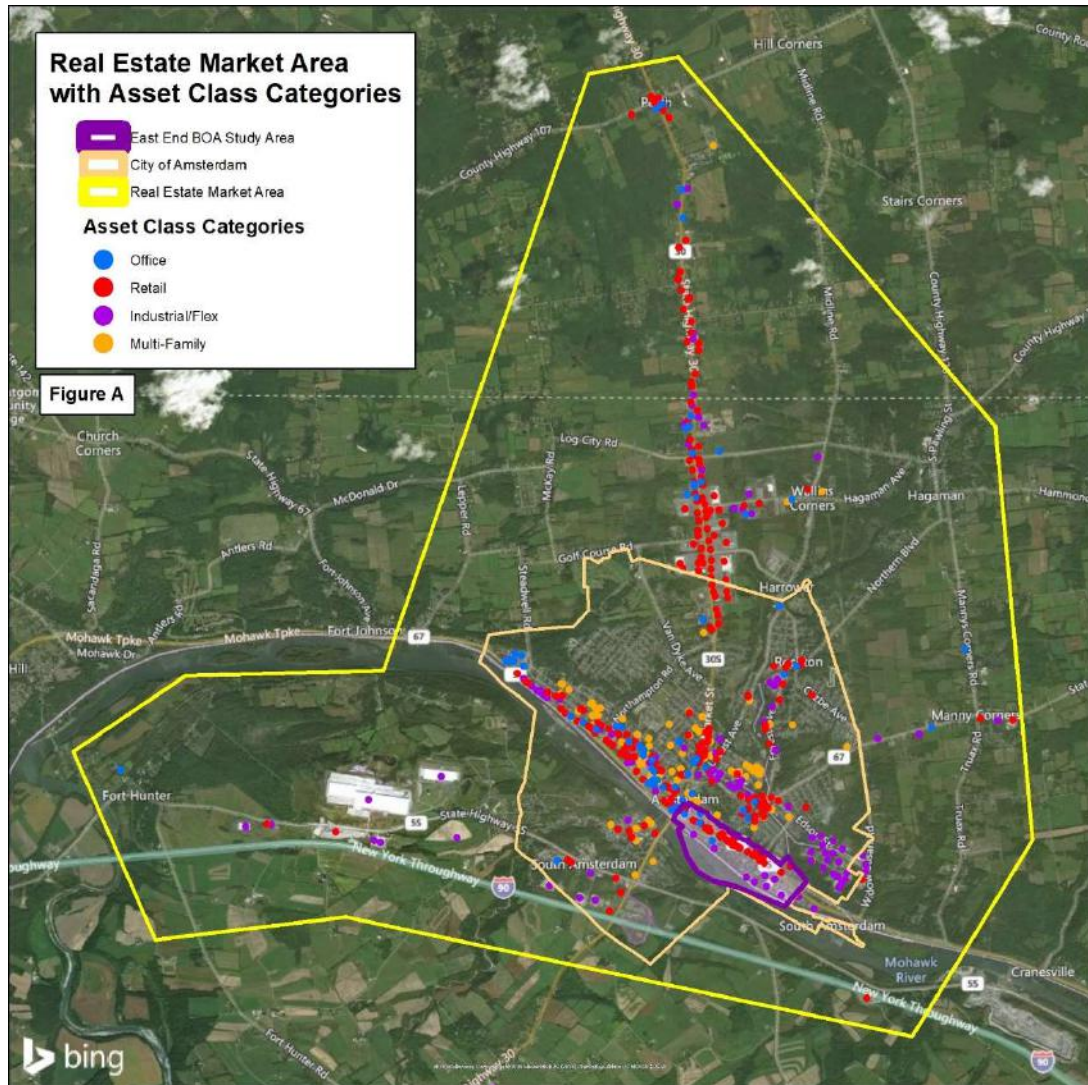
- Previous studies and reports with relevance to the study area, prepared by local and regional-level agencies.
- In-person interviews with individuals representing local government, regional and state-level economic development organizations, real estate and other private industry.
- Publicly available and subscription-based private third-party demographic and real estate data.
- Business journals, industry associations, commercial brokerage reports, other publications and agencies.

The East End BOA study area generally covers properties north and south of East Main Street between the Mohawk River and Forbes Street, with a western boundary at Church Street and an eastern boundary at the Amsterdam city limit. For purposes of this market analysis, a broader real estate market area was defined to encompass the City of Amsterdam and relevant locations surrounding the city (Figure A).

The market analysis focuses on four real estate development categories in the East End BOA study area, and the location of existing properties from these categories is shown in Figure A:

- Office
- Industrial and Flex
- Retail
- Multi-family Residential





Outcomes of the market analysis are summarized for each real estate development category as follows.

### Office Development

The Amsterdam office market is not considered a point of strength, and has experienced very little growth over the course of the current economic cycle running through early 2020.

With an aging inventory and apparent low vacancy rates in the market area, there may be limited potential for small to mid-scale (5,000-20,000 square feet) updated or modern office space in the Amsterdam market. Possible occupants could include medical or other professional practices, startups, co-working office spaces, and new market entrants.

The current East End building stock may offer some opportunities for investment in the rehabilitation of existing industrial or residential structures for office use. Opportunities for adaptive reuse as office space are likely limited to buildings with minimal structural, environmental or other challenges, as well as unique or exceptional features that would warrant investment. New office development in the East End may require clearing of existing structures and possible lot consolidation.

Overall, the Amsterdam office market is very limited and is not anticipated to grow significantly in the foreseeable future. While opportunities may present for small to mid-scale office uses on an individual basis, properties in the East End BOA study area are generally not well-positioned to attract this type of development relative to competitive locations. Noting that the outlook is subject to change as conditions evolve in the future, office development is not recommended as a focus of East End revitalization efforts in the near term.

### Industrial and Flex Development

Industrial development has driven the history of the Amsterdam market and factors heavily into its real estate inventory, including some large-scale historic uses located in the East End BOA study area. The broader Amsterdam market area has experienced significant new industrial development in recent years.

Large-scale development of warehousing & distribution space remains active particularly in the Florida Business Park and extension near the Thruway interchange area west and south of the City of Amsterdam. This development interest is driven primarily by the market area's favorable location with access to highways and major northeastern markets.

Due to access and other limitations, the East End BOA study area is not conducive to the development of large-scale distribution operations that have proliferated elsewhere in the region such as at the Florida Business Park. However, smaller warehousing & distribution operations in the < 50,000 square-foot class may be suited to locate on 1+ acre, development-ready East End properties. Manufacturing (durable goods, food processing, advanced manufacturing generally) is also a potentially supportable use. Sites in the eastern portion of the East End BOA study area are most conducive to industrial development formats.

While old, underutilized former manufacturing structures in the East End provide an abundance of existing industrial floor space, the features and condition of these former manufacturing structures vary widely and reuse potential must be evaluated on a case-by-case basis. Early to mid-19<sup>th</sup> Century manufacturing facilities lack many features sought by modern industrial (warehousing & distribution, manufacturing) operators, and large-scale adaptive reuse by industry is improbable. The adaptive reuse of existing industrial structures is more likely to appeal to a limited pool of users such as smaller-scale operations occupying space under a multi-tenant leasing arrangement.

Undeveloped industrial land provides design flexibility and is preferred for new construction. Stakeholders suggest that demand exists for industrial parcels in the 6-8 acre class, preferably located in a park setting. To the degree possible, consolidation of adjacent East End properties could be considered to provide an industrial/business park setting conducive to new manufacturing, warehousing, or flex development.

Competitively speaking, East End BOA properties are not currently as well-positioned as IDA-affiliated or similar industrial parks for development because of advantages related to accessibility and site readiness. However, under the right circumstances the East End may be positioned to attract small to mid-scale manufacturing or warehousing & distribution development. Site preparation and readiness are critical for marketing and attracting new industrial development to a given site.

## Retail Development

Over the previous twenty years or more, retail development in the Amsterdam market area has been concentrated in shopping center formats along high-volume roadways beyond the City of Amsterdam boundary. The most prominent retail cluster is located along the NYS Route 30 corridor, extending north from the City of Amsterdam boundary. Development in this area includes community-scale shopping centers with major anchor tenants, smaller neighborhood-scale and strip shopping centers, and standalone retailers.

Within the East End BOA study area, retail development is somewhat limited with most retail properties located in close proximity to the East Main Street corridor. While retail in the East End includes convenience store, small general merchandise and hardware establishments among others, the study area and surrounding neighborhoods notably lack a supermarket offering fresh foods, and generally possess a limited variety of retail establishments to meet the everyday needs of neighborhood residents.

The retail market analysis considered 5- and 10-minute drive-time trade areas originating from a central location in the East End BOA study area, and included a retail gap analysis to help identify specific retail categories that may hold potential to introduce new retail services to the study area.

Outcomes of the analysis illustrate a market dynamic in which grocery, general merchandise and other key retail services are not widely available to East End and other city residents within or near the neighborhoods in which they live. While these retail services are abundant in the broader trade area, residents must travel to gain access to many everyday goods and services.

Market conditions may be appropriate for discount-oriented retailers in the East End and vicinity, scaled to serve the residents of surrounding neighborhoods. This could include grocery, general merchandise, or small strip-style retail centers in East End locations, depending on an individual developer or operator's criteria. The addition of such retail would help address the needs of neighborhood residents, particularly households with low income levels or lacking access to transportation. Typical site requirements are approximately in the 1-1.5 acre range to support retail development on a scale of 10,000-15,000 square feet, and East Main Street properties offer the best potential as retail sites due to their centrality and accessibility.

## Multi-Family Residential Development

In the Amsterdam market, multi-family residential properties include four-or-more-unit residential conversions, low-rise and mid-rise multi-story apartment buildings. With a few exceptions, most multi-family housing is located within the City of Amsterdam and concentrated in the Downtown area and surrounding neighborhoods. Much of the existing housing stock in the Amsterdam market is aging, with a significant share of properties in deteriorating condition.

A common theme arising during stakeholder interviews was the need for updated housing in the East End and elsewhere in the City of Amsterdam, including a variety of multi-family housing formats. Senior, affordable, and market-rate housing were all identified as potential opportunities in the Amsterdam market. Stakeholders also noted an interest by residents in mixed-use development with walkable access to amenities often associated with that environment (parks, food & drink, etc.).



Two multi-family apartment projects have been proposed recently in the Amsterdam market. A 60-unit, three-story housing complex will be developed at 251 East Main Street in the heart of the East End BOA study area. The second residential project is a 120-unit mixed-income waterfront development on the south side of the Mohawk River, however the status of this project is uncertain.

The market analysis examined a number of housing statistics and demographic variables to assess housing demand in the East End and broader market area. Generally speaking, the number of housing units and vacancy rates appear sufficient to support the market area population given limited rates of population and employment growth.

However, housing demand in this market appears to be driven primarily by a need for improved housing quality and specialized needs (i.e. senior or affordable) rather than an overall shortage of housing supply. Affordable and senior housing needs are present in the community, as well as market-rate housing in mixed-use or other formats. Within the East End BOA study area, the Main Street corridor and immediately surrounding properties likely present the best setting for multi-family residential development.

## Summary

The East End BOA market analysis examined office, industrial/flex, retail, and multi-family residential real estate development formats in order to identify possible market-supported opportunities for the reuse and/or redevelopment of properties within the BOA study area.

Overall rates of growth and development demand in the Amsterdam are low to moderate, and the region holds an abundance of competitive development sites. However, opportunities may exist for small to mid-scale development within the BOA study area – this would include multi-family residential, retail, industrial, and to a lesser degree office development.

Some individual properties in the East End BOA study area may hold adaptive reuse potential depending on a variety of financial, environmental and other factors as well as operator needs. Generally speaking, undeveloped or development-ready sites offer greater flexibility and are most conducive to new construction. The consolidation of multiple adjacent properties to create large sites for single or multiple uses may be beneficial in enhancing the area's development potential.

In a limited market, East End development sites will benefit from the environmental investigations, cohesive planning, and enhanced visibility provided by the BOA program. Sites and opportunities should be considered on a case-by-case basis, and sustained collaboration among local governments and economic development agencies is key to advancing redevelopment pursuits in the East End BOA study area.

## 1. Introduction

This economic and market analysis has been conducted for the City of Amsterdam East End Brownfield Opportunity Area (BOA) as part of the Step 2 BOA Nomination Study process supported by the New York State Department of State (NYSDOS).

The purpose of this analysis is to evaluate market and socioeconomic conditions in order to identify possible market-supported opportunities for the reuse and/or redevelopment of properties within the East End BOA study area. The analysis will help ensure that recommendations for future uses and actions to occur within the study area reflect economic conditions and are grounded in the relevant market context.

The East End BOA study area generally covers properties north and south of East Main Street between the Mohawk River and Forbes Street, with a western boundary at Church Street and an eastern boundary at the Amsterdam city limit.



The analysis has drawn upon a number of data sources, including:

- Previous studies and reports with relevance to the study area, prepared by local and regional-level agencies<sup>1</sup>.
- In-person interviews with individuals representing local government, regional and state-level economic development organizations, real estate and other private industry.
- Publicly available and subscription-based private third-party demographic and real estate data.
- Business journals, industry associations, commercial brokerage reports, other publications and agencies.

A series of stakeholder interviews was conducted in November 2019 to gain insights and perspectives on market conditions and potential opportunities in the East End BOA study area, City of Amsterdam and broader region. Key takeaways from these conversations are provided in Section 2.

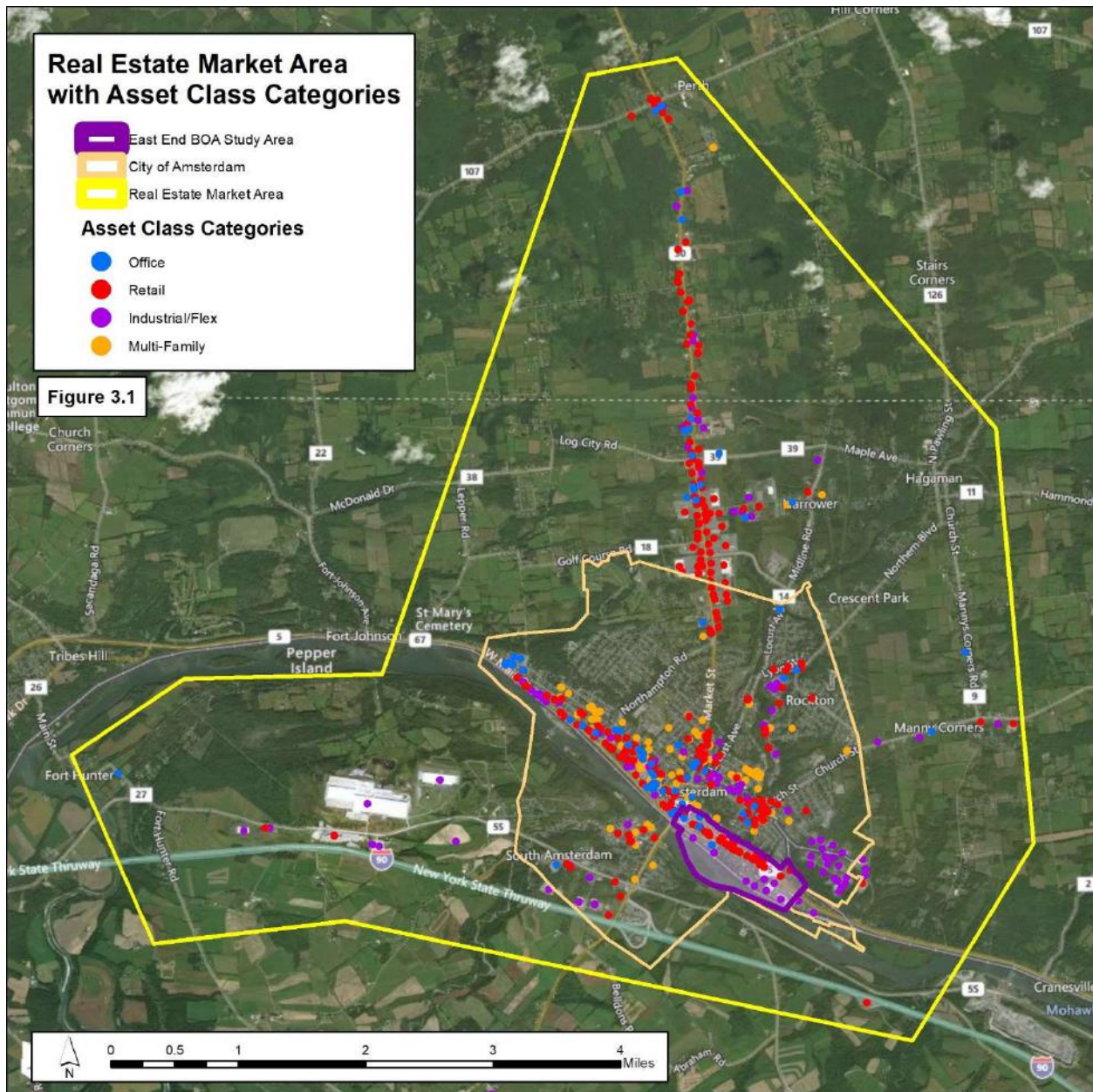
The market analysis was conducted to evaluate market conditions in the East End BOA study area for four real estate development categories:

- Office
- Industrial and Flex
- Retail
- Multi-family Residential

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<sup>1</sup> These resources include, but are not limited to: City of Amsterdam Northern/Eastern Neighborhoods Step 1 Pre-Nomination Report, City of Amsterdam Downtown Revitalization Initiative Strategic Investment Plan, and Mohawk Valley REDC Strategic Plan/Progress Reports.





Section 3 provides a description and summary findings for the analysis of each real estate development category.

Section 4 highlights two relevant case studies illustrating successful redevelopment projects that have occurred recently in locations sharing a similar market context to the East End BOA and broader Amsterdam market area.

## 2. Summary of Stakeholder Interviews

A series of stakeholder interviews was conducted in November-December 2019 to gain knowledge and perspective regarding market conditions and potential market-based redevelopment opportunities in the East End BOA study area.

These conversations included meetings with representatives from the following entities:

- City of Amsterdam
- Montgomery County Business Development Center
- Fulton-Montgomery Chamber of Commerce
- Empire State Development
- Mohawk Valley Regional Economic Development Council
- Berkshire Hathaway Commercial Division
- Sticker Mule Inc.

Interview discussions covered a wide range of topics including the stakeholders' initiatives and involvement in the Amsterdam community; regional market conditions; opportunities and challenges to East End revitalization; and other information relevant to the East End BOA Nomination Study.

A number of key takeaways emerged from the stakeholder interview process:

- Strong partnerships among local, county and state-level agencies, as well as the economic development community, have contributed to the region's industry-related success stories.
- As a recipient of Downtown Revitalization Initiative (DRI) funding to accompany other recent and ongoing efforts, Amsterdam is currently a focal point for public programming and has a unique opportunity to make progress in addressing some key challenges.
- Significant overlap exists between the DRI and western portion of the East End BOA study area, providing opportunities to coordinate and leverage resources between these programs.
- Warehousing & distribution, and to a lesser degree manufacturing (including food processing), have experienced recent growth in the region. Tech-oriented and other knowledge based industry growth has been more limited.
- Some existing business parks in the eastern Mohawk Valley and parts of the Capital Region are nearing full buildout. This may lead to opportunities to attract development in new locations; accessibility and a business/industrial park setting are priorities.
- Shovel-ready status (or site readiness more generally) is critical for development sites, especially in smaller markets like Amsterdam.
- Existing structures are important to the city's character. Reuse is generally preferred if possible, although it is recognized that structural, environmental, financial or other challenges exist and properties should be reviewed on a case-by-case basis.
- The City of Amsterdam lacks some economic development anchors present in many peer communities – such as presence of a university or community college, state office building, hospital, business incubator, etc.
- Skilled workforce availability is a limitation in the Amsterdam/Montgomery County market.
- Some distribution and manufacturing operators struggle to maintain adequate levels of staffing.

- Child care obligations and a lack of access to transportation options are common barriers to participation in the workforce.
- The East End and Amsterdam generally lack a variety of housing options; stakeholders agreed that there is unmet demand for multifamily apartments at market rate and other price points, potentially as part of mixed-use development.
- There are no supermarkets/grocery stores located in close proximity to the East End.
- Stakeholders identified a food hub and/or food processing operations as holding potential to leverage the region's agricultural strengths.
- Employment centers, retail, and other services are not accessible to many East End residents due to a lack of transportation options.
- Mixed-use and other commercial development would be appropriate along the Main Street corridor, but should promote walkability and contribute to streetscape quality. There is potential to "extend" downtown to the east with improved connections and consistent development.
- The Lower Mills area and Riverfront Center were identified as sites with redevelopment potential, although these and other properties in the East End present challenges.

Information gained through the stakeholder interview process provides key local insights and perspectives that are essential to the market analysis process. This information was considered along with market and socioeconomic data to conduct a market analysis for the East End BOA study area.



### 3. Market Analysis

The market analysis<sup>2</sup> was conducted to evaluate relevant market and socioeconomic conditions in the East End BOA study area and broader Amsterdam market in order to identify possible market-supported opportunities for the reuse and/or redevelopment of properties within the study area.

As described in Section 3.1, the analysis focuses on geographies representing the East End BOA study area and a broader Amsterdam market area.

Market profiles are provided for the four real estate development categories considered for the market analysis:

- Office
- Industrial and Flex
- Retail
- Multi-family Residential

Relevant information obtained through interviews with key stakeholders and publicly available and subscription-based third-party data providers was used to evaluate each asset class. This section describes the existing market conditions observed for each development category, results of analyses along with notable observations and takeaways, and a conclusion statement summarizing key findings relative to each category.

#### 3.1 Market Overview

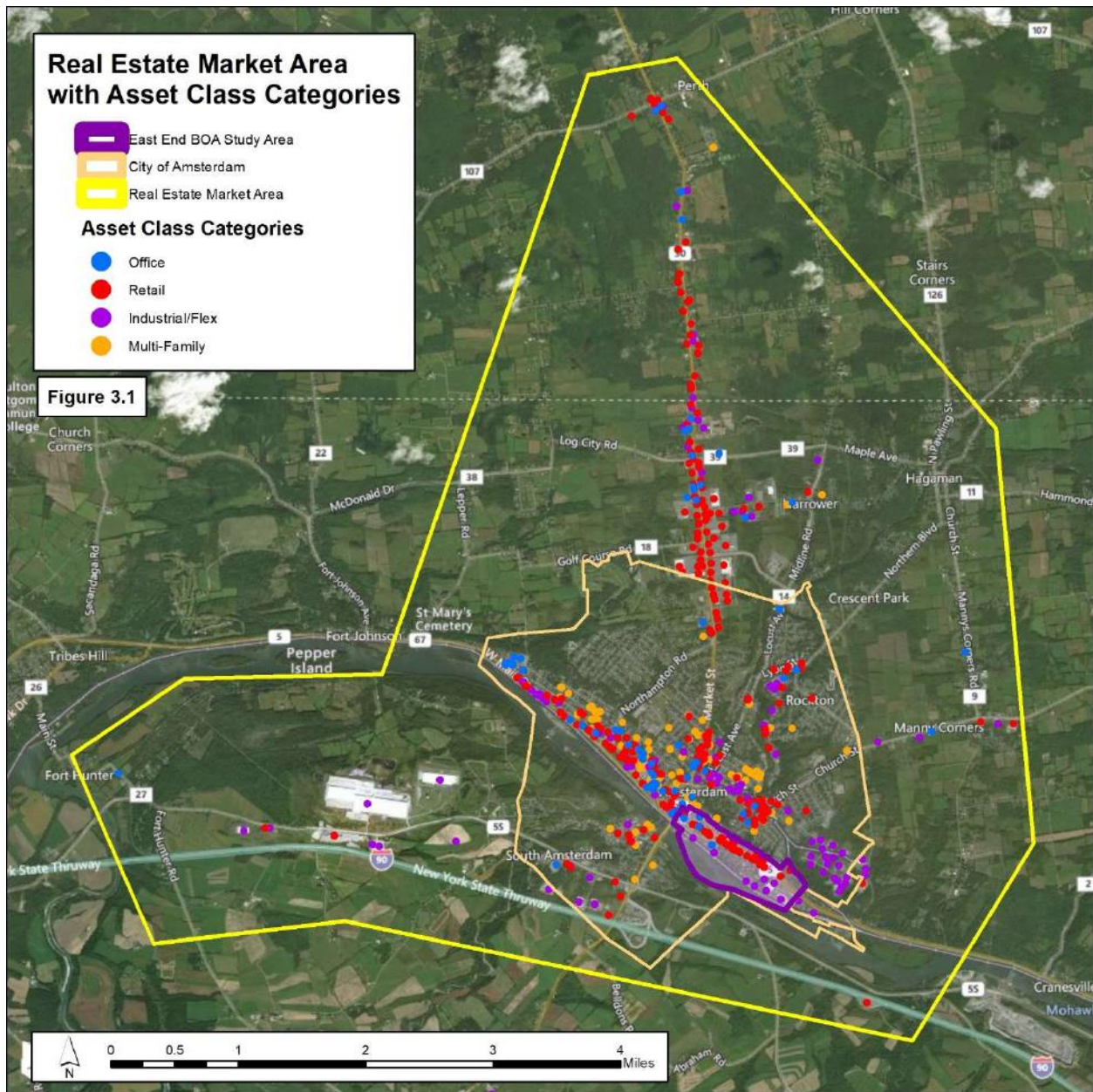
The Amsterdam real estate market area used for this analysis is pictured below in Figure 3.1. This market area generally aligns with boundaries established by third-party data providers<sup>3</sup>, and encompasses the City of Amsterdam including the East End BOA study area, as well as surrounding pockets of non-residential development. Based on observed development patterns and activity, this market area provides an appropriate context for an assessment of market conditions affecting the East End BOA.

Figure 3.1 shows existing property locations for the four development categories considered in the market analysis: office, industrial/flex, retail, and multi-family residential. Each of these categories is examined in detail in Section 3.2.

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<sup>2</sup> Market analysis based on information from CoStar Group, ESRI, and C&S Companies.

<sup>3</sup> CoStar, Inc. Amsterdam, NY Submarket 2019.



North of the Mohawk River, non-residential development is concentrated along primary road corridors within and north of the City of Amsterdam. A variety of uses are interspersed along Main Street and parallel east-west corridors in the City of Amsterdam, with clusters of development radiating outward to the north from the city's core. Much of the Route 30 corridor north of the city is lined by retail and other uses including commercial and industrial, with concentrated retail development north of the city boundary.

Large-scale warehousing and distribution uses are located along Route 5S south of the Mohawk River in the Florida Business Park and vicinity of the NYS Thruway interchange.

The East End BOA study area is located east of the city's more densely developed downtown area. Retail and office uses are located along the East Main Street corridor in the western and central portions of

the BOA study area, while several industrial uses are located in the eastern portion of the BOA study area.

### 3.2 Real Estate Market Profiles

The market analysis evaluates four real estate development categories:

- Office
- Industrial and Flex
- Retail
- Multi-family Residential

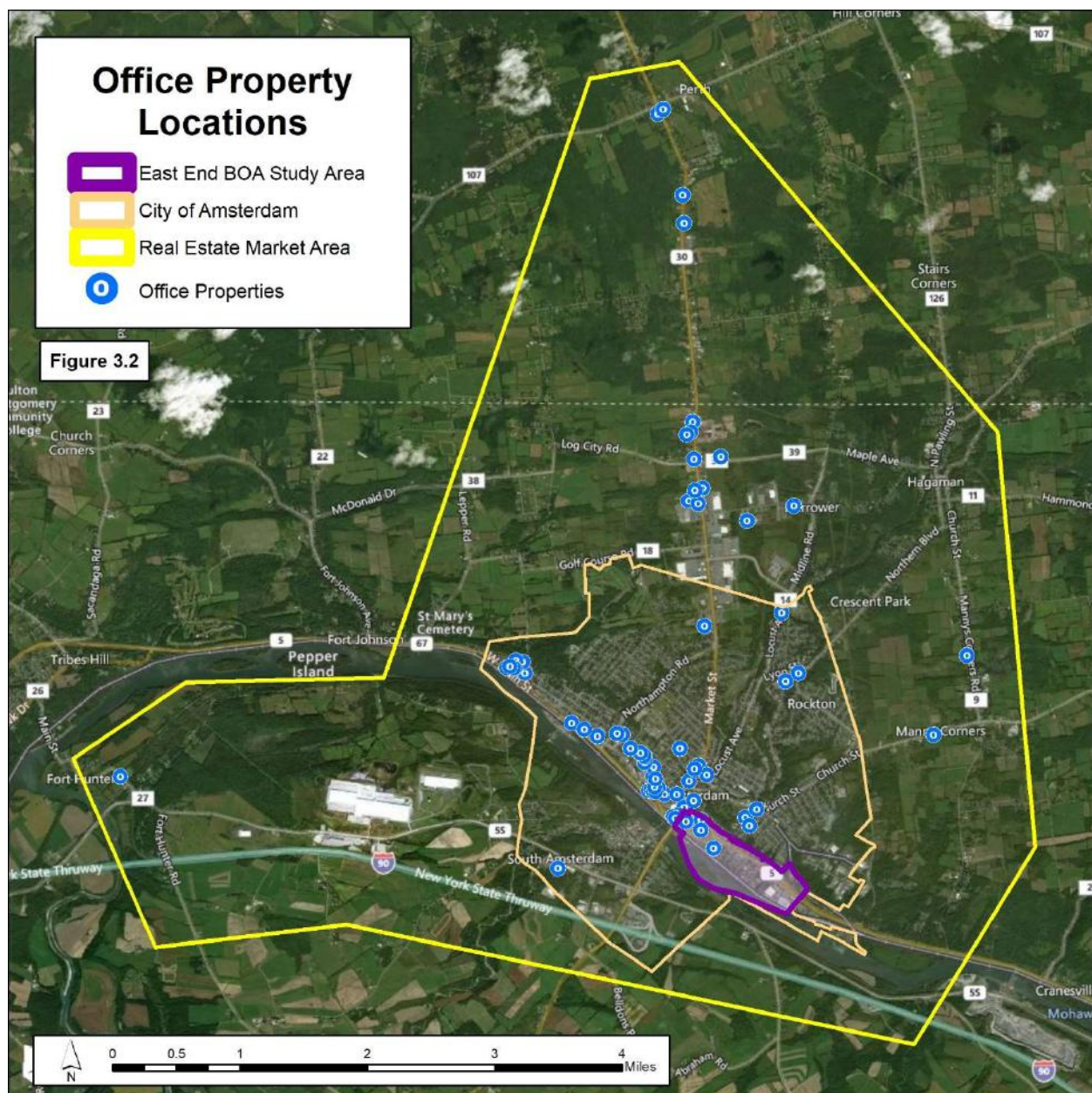
For each category, this section provides a market profile describing existing market conditions, results of analyses, notable observations and takeaways, and a conclusion statement summarizing key findings.

#### 3.2.1 Office Development

The primary use of an office building is to house employees of companies that perform functions such as business administration or support, educational, medical or other professional services.

In the Amsterdam market, office properties cover a range of formats including multi-story downtown mixed-use style buildings, single-story suburban office buildings, and repurposed former residential structures. As shown in Figure 3.2, office properties are concentrated within the city and some additional office properties are located along primary corridors outside the city boundary.





## Existing Inventory and Conditions

Office Development Market Inventory – Existing Conditions		Table 3.1
	East End BOA	Amsterdam Market Area
# Properties	4	71
Total Square Footage	300,000	1.3 million
Average Square Footage	13,000 sq ft*	18,000 sq ft
Median Building Age	55 years	59 years
Typical Parcel Size	0.5-1.3 acres*	0.2-1.0 acres
*Excludes 257,000 square-foot Riverfront Center		

Source: CoStar Inc.; C&S Companies

As reported in third-party real estate data, there are 71 office buildings in the Amsterdam market totaling 1.3 million square feet of floor space. The East End BOA includes only four office properties, although their combined square footage represents more than 20 percent of the entire market area inventory by square footage. This is because the 257,000 square-foot Riverfront Center is classified as an office property, reflecting its current mixed-use status with a tenant mix that includes both office-based and retail operations. Data services indicate that the Riverfront Center is the largest office structure in the Amsterdam market area. Excluding the Riverfront Center, the average East End office building has 13,000 square feet of floor space with a typical parcel size of 0.5-1.3 acres.

The average office building in the overall Amsterdam market is approximately 18,000 square feet, and parcel sizes are relatively small with most being less than one acre. The median reported building age of nearly sixty years reflects the market's aging building stock.

Office Development Key Metrics – Amsterdam Market Area		Table 3.2
Average annual deliveries	0 sq ft	
Average annual absorption	-2,000 sq ft	
Current Vacancy	1.8%	
Vacancy Trend	▼ Decreasing	

Source: CoStar Inc.; C&S Companies

According to third-party real estate data, there have been no new deliveries of office space in the Amsterdam market over the recording period from 2008 through the present. Average annual absorption (defined as the combined average annual change in new deliveries and leased space) is slightly negative over this timeframe – on average, the Amsterdam market has lost 2,000 square feet of leased office space each year. However, reported vacancy rates have declined over the past few years and currently stand at a very low level of less than 2 percent. While noting that vacancy rates may be affected by reporting irregularities particularly in small markets such as Amsterdam, declining office vacancy may suggest that market demand for office space is currently pushing against supply limits as underutilized or functionally obsolete office space is removed from the market.

## Observations & Takeaways

- The Amsterdam office market is not strong and has experienced virtually no growth over the course of the current economic cycle.
- Regional growth in knowledge-driven industries that tend to occupy office space has been concentrated in the Capital Region and some limited Mohawk Valley locations, but has not expanded into the Amsterdam market at a significant scale. Based on stakeholder input, it seems unlikely that Amsterdam will experience an uptick in development demand from these industry sectors in the near future.
- Most recent office development in the Capital Region has occurred in business park settings rather than urban areas.
- With an aging inventory and apparent low vacancy rates, there may be a limited market for small to mid-scale (5,000-20,000 square feet) updated or modern office space in the Amsterdam market.
  - Possible tenants include medical and other professional practices, startups, co-working office spaces, and new market entrants.
  - Sizable office-based businesses entering the Amsterdam market are likely to build new space.
  - Business park setting is conducive to new office development.
- The current East End building stock may offer some opportunities for investment in the rehabilitation of existing industrial or residential structures for office use.
  - Potential tenants would include small to mid-scale operators as noted above.
  - Opportunities for adaptive reuse as office space are likely limited to buildings with unique or exceptional features that would warrant investment.
  - Building scale, structural, environmental, financial, and other challenges may exist for adaptive reuse.
- Based on the East End's built-out physical setting and condition of existing structures, new office development may require clearing of existing structures and possible lot consolidation.
  - Potential locations would include individual properties along the East Main Street corridor especially in the western portion of the study area, or former manufacturing sites particularly if cleared and made available in a cohesive business park format.
- Competitively speaking, locations in the city's downtown core or north of the city are likely better positioned for office development and leasing than East End locations.

## Conclusion – Office Development

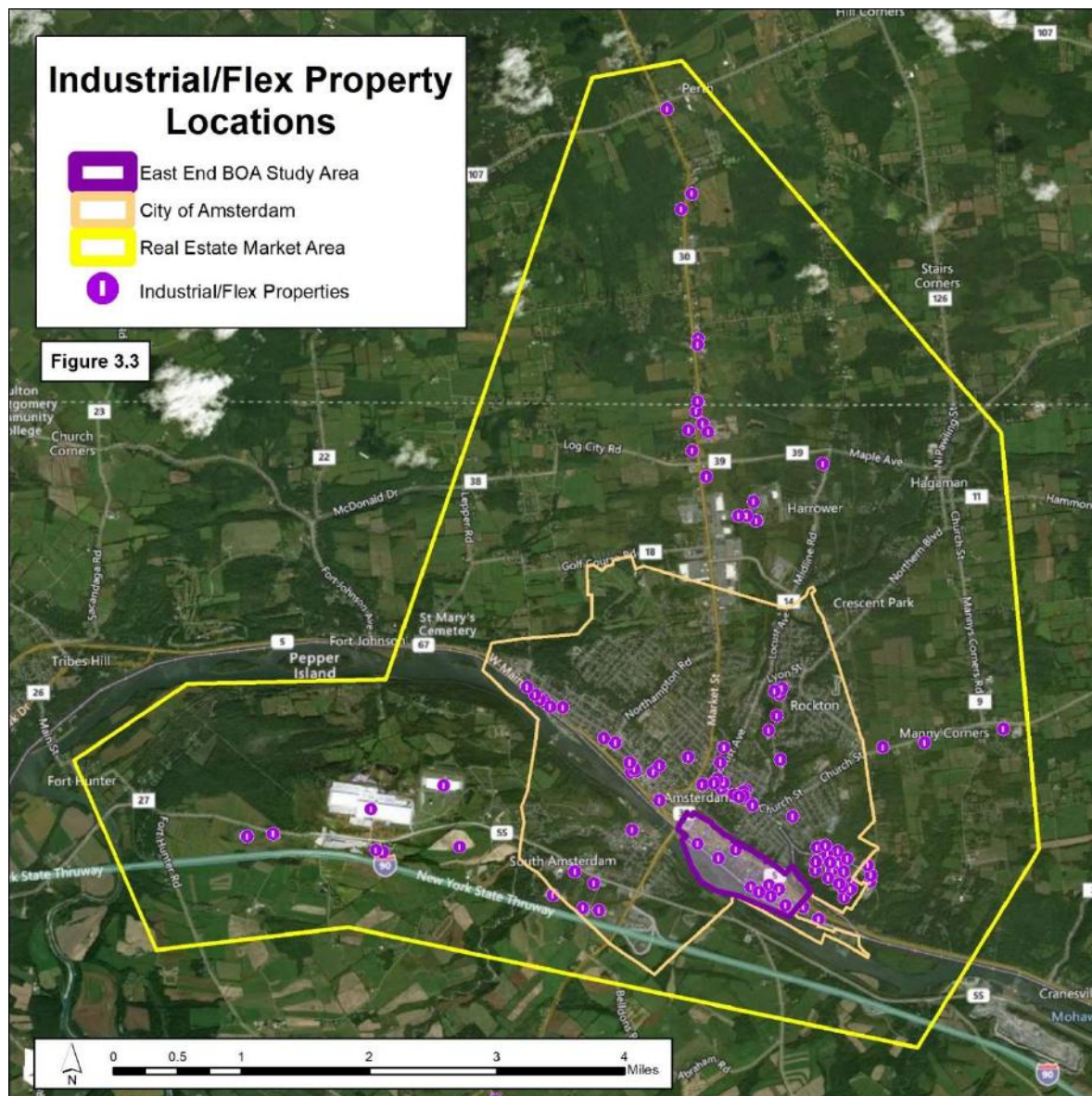
The Amsterdam office market is very limited and is not anticipated to grow significantly in the foreseeable future. While opportunities may present for small to mid-scale office uses on a case-by-case basis, properties in the East End BOA study area are generally not well-positioned to attract this type of development relative to competitive locations. While noting that the outlook is subject to change as conditions evolve in the future, new office development should not be a focus of East End revitalization efforts in the near term.



### 3.2.2 Industrial/Flex Development

Industrial properties include a variety of use subcategories, such as manufacturing and warehousing & distribution. For purposes of this analysis, flex development – which typically includes a combination of industrial and office space – has been included as part of the industrial inventory for the Amsterdam market area.

Figure 3.3 shows the location of industrial/flex properties in the Amsterdam market area. Industrial properties include large multi-story former manufacturing plants in the urban core, small to mid-sized manufacturing or distribution facilities in the city and peripheral areas, and large-scale corporate warehousing & distribution facilities in the Florida Business Park and near the Thruway interchange.



## Existing Inventory and Conditions

Industrial/Flex Development Market Inventory – Existing Conditions		Table 3.3
	East End BOA	Amsterdam Market Area
# Properties	9	102
Total Square Footage	830,000	6.7 million
Average Square Footage	80,000 sq ft	70,000 sq ft
Median Building Age	69 years	59 years
Typical Parcel Size	5-10 acres	2-10 acres

Source: CoStar Inc.; C&S Companies

Industrial development has driven the history of the Amsterdam market and factors heavily into its real estate inventory. There are 102 industrial properties in the Amsterdam market (80 industrial/22 flex), totaling 6.4 million square feet of floor space. While a number of properties are smaller than one acre – and a few are larger than 100 acres – most fall between two and 10 acres in size.

Major warehousing & distribution and other industrial operations including the Target and Dollar General distribution facilities, Beech-Nut headquarters, and Hill & Markes are located in the Florida Business Park and extension, south of the Mohawk River and just west of the City of Amsterdam.

According to real estate data and real property records, nine industrial properties are located within the East End BOA study area, including some of the area's prominent former manufacturing sites. These industrial properties total more than 800,000 square feet and are concentrated in the eastern portion of the study area, south of Main Street. Large-scale industrial properties in the East End BOA study area include the former Fownes Building now occupied by Sticker Mule, Lower Mills Complex, Westrock packaging plant, and AIDA-owned industrial building at 14 Park Drive. The industrial buildings in this area are quite old with a reported median age of 69 years, which is 10 years older than the reported median age of industrial buildings in the overall Amsterdam market area.

Table 3.4 summarizes key industrial/flex market metrics for the Amsterdam market area.

Industrial/Flex Development Key Market Metrics – Amsterdam Market Area		Table 3.4
Average annual deliveries	120,000 sq ft	
Average annual absorption	115,000 sq ft	
Current Vacancy	1.9%	
Vacancy Trend	▼ Decreasing	

Source: CoStar Inc.; C&S Companies

Deliveries over the 11-year timeframe of data availability include the 750,000 square-foot Dollar General facility, 580,000 square-foot Beech-Nut headquarters and the 140,000 square-foot Hill and Markes facility. These facilities are all located south of the Mohawk River in the Florida Business Park just west of Amsterdam near the NYS Thruway. Taken on average, this equates to about 120,000 square feet of industrial space delivered annually over this timeframe – which is approximately the average square footage of an industrial property in the Amsterdam market area. It should be noted that the 1.5 million square-foot Target distribution center was built in the Florida Business Park in 2002, and is not reflected in average annual values because its delivery predates the available real estate data.

Records indicate that there are three industrial properties currently proposed or under construction in the Amsterdam market area:

- A proposed 1 million square-foot warehouse & distribution facility with approvals in place, being actively marketed to large-scale operators – located in Florida Business Park area.
- Two smaller warehousing operations totaling 13,000 square feet, one in the Florida Business Park area and the other along NYS Route 30 north of the city.

The volume of industrial construction occurring in the Amsterdam market in recent years reflects the significant uptick in industrial development activity that has been experienced nationally. The market's favorable proximity to highway infrastructure and large northeastern markets is a primary factor driving the development of industrial space in the Amsterdam market.

The reported industrial vacancy in the Amsterdam market area is currently 1.9%, a historically low rate. Anecdotally, while much of the industrial inventory is not technically vacant, some large-scale properties may be significantly underutilized.

### **Observations & Takeaways**

- Industrial development remains active in the Amsterdam market with ongoing large-scale warehousing & distribution construction, driven primarily by its favorable location with access to highways and major northeastern markets.
- Large-scale warehousing & distribution is clustered south of the Mohawk River in the Florida Business Park near the Thruway interchange area. While some room exists for further expansion in this area, it is approaching full buildout as currently configured.
- According to economic development stakeholders, land south of I-90 is likely to be promoted for future industrial/warehousing & distribution development in the near future.
- Although recent industrial development is characterized by large-scale warehousing & distribution facilities, proposed projects also include smaller operations less than 10,000 square feet.
- The Montgomery County/Mohawk Valley region possesses advantages for food processing operations associated with nearby agriculture, and this could present manufacturing opportunities.
- Workforce limitations present a challenge with regard to further expansion of warehousing & distribution industry in the market.
- Many of the market's old, urban multi-story manufacturing plants have been vacated by the original operators. While perspectives vary, there is broad recognition that these structures provide a link to the city's industrial heritage and their reuse would contribute positively to the community's continuity and character if possible.
  - The features and condition of these former manufacturing structures vary, and reuse potential must be evaluated on a case-by-case basis.
  - Structural, environmental, financial, and other challenges may exist for adaptive reuse.
  - Early to mid-19<sup>th</sup> Century manufacturing facilities lack many features (clearances, functional layout, accessibility, etc.) sought by modern industrial (warehousing & distribution, manufacturing) operators.



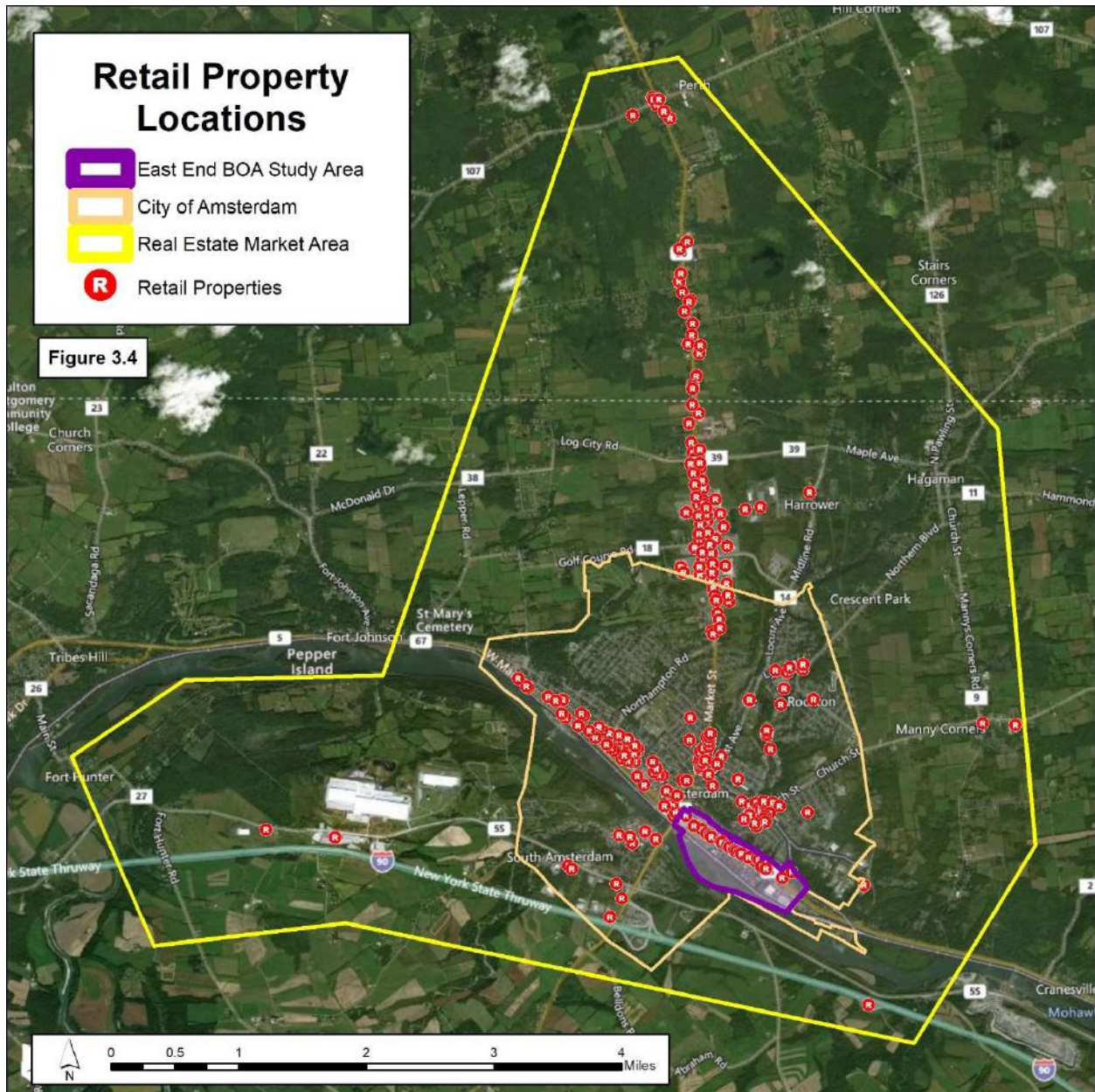
- Stakeholders suggest that demand exists for industrial parcels in the 6-8 acre class, preferably located in a park setting.
- Site preparation and readiness are critical for marketing and attracting new industrial development to a given site.
- East End industrial sites lack the prime accessibility and infrastructure of sites south of the Mohawk River along the Thruway, and are not favorable for large-scale distribution operations.
- Manufacturing (durable goods, food processing, advanced manufacturing generally) is a potentially supportable use of industrial sites in the eastern portion of the East End BOA study area – although recent demand for manufacturing space has been extremely limited in the Amsterdam market.
- The East End industrial inventory is generally aging and underutilized. Parcel sizes are appropriate for modern industrial uses, but existing structures and site conditions pose challenges to the introduction of new uses.
- Competitively speaking, properties such as IDA-affiliated industrial parks are currently better positioned than East End BOA properties for industrial development because of advantages related to accessibility and site readiness.

### **Conclusion – Industrial/Flex Development**

The East End BOA study area is not conducive to the development of large-scale distribution operations that have proliferated elsewhere in the region such as at the Florida Business Park, although some properties in the study area may be suitable for small to -mid-scale warehousing or manufacturing operations. Market demand for these uses is limited; site readiness and promotion would be critical to enhance the competitive position of study area sites in efforts to attract industry. The adaptive reuse of existing structures would appeal to a limited pool of users such as smaller-scale operations occupying space under a multi-tenant leasing arrangement. Undeveloped industrial land provides design flexibility and is preferred for new construction. To the degree possible, consolidation of adjacent properties may be considered to provide an industrial/business park setting conducive to new manufacturing, warehousing, or flex development.

### 3.2.3 Retail Development

Retail properties are used to sell or distribute goods and services to the general public. Practically speaking, this development category includes shopping centers, standalone stores, personal service providers, fuel and automotive sales, and traditional storefront properties.



As shown in Figure 3.4, the Amsterdam market features three primary clusters of retail properties. The first is located in the City of Amsterdam, along and in close proximity to the Main Street corridor through the Downtown area and eastward into the East End BOA study area - as well as northward along the Market Street/Route 30 corridor and in the vicinity of the Five Corners intersection on Church Street/Route 67. These urban retail properties generally consist of small-scale convenience-oriented retail, food & beverage establishments, and other service providers with many located in

retail/residential structures. Some of these urban retail buildings are in deteriorating condition, and many appear vacant.

The second and more prominent retail cluster is located along the NYS Route 30 corridor, extending north from the City of Amsterdam boundary. Development in this area is characterized by modern, automobile-oriented retail formats including community-scale shopping centers with major anchor tenants, smaller neighborhood-scale and strip shopping centers, and standalone retailers. Supermarkets located along the NYS Route 30 corridor include Hannaford, Market 32, Aldi, and Save-A-Lot. Prominent national retailers include the Target and Walmart Supercenter general merchandise stores, Home Depot, Lowe's, Tractor Supply, Kohl's, and a number of other chain retail and dining establishments.

### Existing Inventory and Conditions

Retail Development Market Inventory – Existing Conditions		Table 3.5
	East End BOA	Amsterdam Market Area
# Properties	31	274
Total Square Footage	245,000	3.3 million
Average Square Footage	8,000 sq ft	12,000 sq ft
Median Building Age	69 years	59 years
Typical Parcel Size	0.15-0.5 acres	0.25-10 acres

Source: CoStar Inc.; C&S Companies

There are 274 retail properties listed in the Amsterdam market, totaling 3.3 million square feet of floor space. These retail properties vary widely in size and age. While the majority are relatively old and located on parcels smaller than one acre, retail properties built from the 1990s onward tend to be much larger with an average parcel size in the five to 10 acre range.

Real estate data identify 31 retail properties in the East End BOA study area. These retail properties total 245,000 square feet of floor space, with an average of approximately 8,000 square feet. Parcel sizes are quite small, generally less than 0.5 acre. East End BOA retail properties are located along and in close proximity to the East Main Street corridor. Many of these retail properties appear to be old storefronts in retail-residential structures that now stand vacant or underutilized. Some of the more prominent East End retailers include Dollar General, Stewart's Shop, and Rent-A-Center and Riverfront Hardware (both located in the Riverfront Center). Notably, the East End BOA study area and surrounding urban neighborhoods lack a true supermarket offering fresh foods, and generally possess a limited variety of retail establishments to meet the everyday needs of neighborhood residents.

Table 3.6 summarizes key retail market metrics for the Amsterdam market area.

Retail Development Key Market Metrics – Amsterdam Market Area		Table 3.6
Average annual deliveries	30,000 sq ft	
Average annual absorption	24,000 sq ft	
Current Vacancy	3.9%	
Vacancy Trend	Stabilized	

Source: CoStar Inc.; C&S Companies



Over the 2008-2019 timeframe for which data are available, multiple construction phases of the Amsterdam Commons shopping center along NYS Route 30, which includes Target and Kohl's among its anchors, represent the most significant retail development to occur in the Amsterdam market area. On average, approximately 30,000 square feet of retail space were delivered annually over this timeframe – this is slightly higher than the 24,000 square-foot average annual absorption, suggesting that some retail properties in the market have been vacated or removed over this period.

A 33,000 square-foot project located in the Town Square shopping center along NYS Route 30 is the only retail project currently identified as proposed or under construction.

The reported retail vacancy rate is currently 3.9% in the Amsterdam market area, and has remained relatively stable over the past few years. This rate likely under-represents overall vacancy in the market area because the real estate data used for this analysis may exclude occupancy information for some small independent storefront properties, which are abundant in urban portions of the Amsterdam market area with observed vacancies.

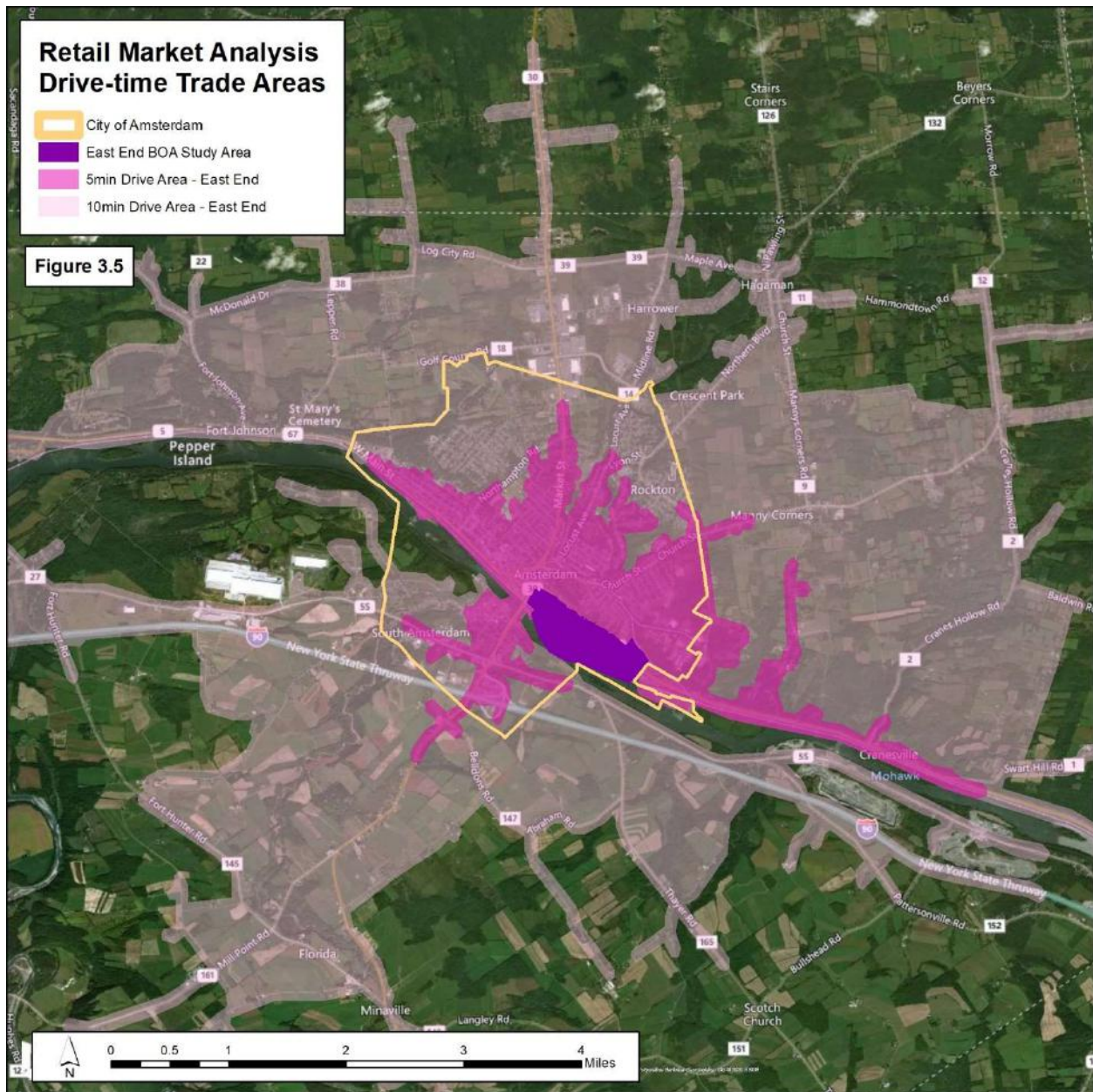
In summary, the market's modern retail inventory including its shopping centers have low recorded vacancy rates while ground-level observations suggest that relatively high vacancy rates exist among the retail properties in City of Amsterdam neighborhoods.

### **Retail Market Analysis**

A retail market analysis<sup>4</sup> was conducted to characterize retail market demand and supply conditions for 5- and 10-minute drive-time trade areas originating from a central location in the East End BOA study area. Figure 3.5 shows these trade area locations. The 5-minute trade area covers much of the City of Amsterdam and extends beyond the city boundary along primary roads, while the 10-minute trade area encompasses the entire city and outlying areas both north and south of the Mohawk River. Notably, the 10-minute trade area includes the major retail district along NYS Route 30 north of the city whereas the 5-minute trade area does not.

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<sup>4</sup> Retail Market Analysis based on information from CoStar Group, ESRI and C&S Companies.



Retail categories that would draw primarily from a 5-minute drive time trade area in densely populated areas like the City of Amsterdam may include food or grocery stores, convenience stores, gasoline/service stations, food & beverage establishments, and personal services. Shopping centers drawing from an approximately 5-minute drive-time area generally include strip-style shopping centers housing multiple small retail establishments with no featured large-scale anchor retailer.

Retail categories that would draw primarily from a 10-minute drive time trade area include those listed above, as well as potentially larger retail establishments such as supermarkets, health & personal care stores (pharmacy/drug stores), discount and some specialty retailers (home improvement, furnishings, sporting goods, etc.). Shopping centers drawing from this scale of trade area include neighborhood centers, which typically include a supermarket as an anchor tenant along with an assortment of other retail establishments.

Table 3.7 provides summary demographic and consumer spending information for the 5 and 10-minute drive time retail trade areas. See Attachment A for a detailed presentation of demographic and consumer spending information for these areas.

<b>Retail Development</b>		<b>Table 3.7</b>
<b>Marketplace Socioeconomic Characteristics – Existing Conditions</b>		
<b>Demographic &amp; Consumer Characteristics (2019)</b>	<b>5 Minute Drive Time Retail Trade Area</b>	<b>10 Minute Drive Time Retail Trade Area</b>
<b>Population</b>	13,338	22,705
<b>Households</b>	5,580	9,471
<b>Median Disposable Household Income*</b>	\$30,800	\$36,800
<b>Per Capita Income</b>	\$22,700	\$25,900
<b>Market Potential - Total Retail Trade**</b>	\$131.5 million	\$254.6 million
<b>Market Potential - Food &amp; Drink***</b>	\$13.0 million	\$25.3 million
<b>Market Potential – Combined Total</b>	\$144.6 million	\$280.0 million
* Defined as after-tax median household income ** Total annual spending by trade area population on retail goods and services across all retail categories (excluding food and drink) *** Total annual spending by trade area population on food & drink service at restaurant, bar, and similar establishments		

Source: ESRI BAO; C&S Companies

Approximately 13,300 residents live within the East End 5-minute drive time trade area, and approximately 22,700 residents live within the 10 minute drive time trade area. Disposable household income and per capita income are significantly higher in the 10-minute trade area, reflecting a tendency for higher-income residents to live in suburban or rural settings in the Amsterdam market. Total market potential – or the annual retail spending capacity of residents – is \$144.6 million for the 5-minute trade area and \$280 million for the 10-minute trade area.

### **Retail Gap Analysis**

A retail gap analysis was conducted for the East End 5 and 10 minute drive-time retail trade areas. This analysis compares the resident population’s spending potential and tendencies against existing retail sales, across various retail categories located within the trade areas.

A positive retail gap indicates that trade area residents spend more on retail goods than retail establishments supply within the trade area – meaning that (on net) the positive gap occurs as residents living within the trade area travel out of the trade area to shop. This is also known as a “retail deficit”.

Conversely, a negative retail gap indicates that retail establishments supply goods and services at a level that exceeds the spending potential of trade area residents – meaning that (on net) the negative gap occurs as retail establishments “import” customers who live outside the trade area but travel into the trade area to purchase goods and services. This is also known as a “retail surplus”.



A sizable, positive gap value for a given retail category *may* suggest that an opportunity exists to introduce additional retail supply within a trade area. Most retail developers independently employ analyses covering an array of market, competitive, and geographic considerations specific to their business model when selecting a site for retail development. The interpretation of this retail gap analysis should be limited to observations of demand and supply interactions, and positive retail gap values do not necessarily indicate that opportunity exists for new market entry.

Table 3.8 provides results of the East End BOA retail gap analysis. Positive retail gap values are shaded green, and negative retail gap values are shaded red. Retail Market Profile reports providing the complete set of retail gap analysis outcomes are included in Attachment A.

Retail Development Gap Analysis – Summary Results		Table 3.8
Retail Category	5 Minute Drive Time Retail Trade Area (\$ Millions)	10 Minute Drive Time Retail Trade Area (\$ Millions)
Motor Vehicle & Parts Dealers	\$23.8	\$8.5
Furniture & Home Furnishings Stores	\$4.4	\$7.5
Electronics & Appliance Stores	\$3.1	\$3.8
Building Materials, Garden & Supply Stores	-\$11.0	-\$37.0
Grocery Stores	\$15.8	-\$53.2
Health & Personal Care Stores	\$1.3	-\$2.4
Gasoline Stations	-\$13.3	-\$9.6
Clothing & Accessories Stores	\$7.7	\$9.4
Sporting Goods, Hobby, Book, Music Stores	\$2.9	-\$15.4
General Merchandise Stores	\$11.3	-\$83.2
Miscellaneous Store Retailers	\$1.2	-\$5.9
Food Service & Drinking Places	\$6.0	\$2.3
Total Retail Gap – All Retail Trade and Food & Drink	\$58.7	-\$166.6

Source: ESRI BAO; C&S Companies

The retail gap analysis highlights stark differences in conditions between the 5 and 10-minute drive-time trade areas.

### 5-Minute Drive-Time Retail Trade Area

The 5-minute drive-time retail trade area, which primarily includes locations within the City of Amsterdam, presents positive gap (retail deficit) values across a broad range of retail categories. The total retail gap including all retail trade and food & drink is more than \$58 million for this trade area. Motor vehicle, grocery, general merchandise, and clothing & accessory retailers hold the largest retail deficit values among retail categories in the trade area, and this is significant because most of these retail categories (i.e. grocery, general merchandise, clothing & accessories) play important roles in meeting the everyday consumer needs of residents. Food service & drinking places also holds a relatively large positive gap value. Building materials stores and gasoline stations hold sizable negative gap (retail surplus) values.

These results illustrate a dynamic in which residents of the East End BOA study area and other city neighborhoods travel beyond the immediate neighborhood area to purchase essential goods and services.

### **10-Minute Drive-Time Retail Trade Area**

The NYS Route 30 retail cluster is a dominant market presence in the 10-minute drive-time retail trade area. This retail district includes multiple community-scale shopping centers and draws customers from a regional trade area, leading to sizable negative gap (retail surplus) values totaling more than -\$166 million for the 10-minute trade area. Grocery, general merchandise, and building materials stores present especially large surplus values. National and large regional-brand retailers including (but not limited to) Hannaford, Market 32, Walmart Supercenter, Target, Home Depot and Lowe's serve customers from the Amsterdam market area and beyond, posting heavy sales volumes that contribute to the observed retail surplus.

The motor vehicle, furniture & home furnishings, and clothing & accessories retail categories have reasonably large positive (retail deficit) values.

Residents of the East End BOA study area and other city neighborhoods, as well as from the broader Amsterdam market area and beyond, rely on the large-scale retail establishments north of the city to meet many of their consumer needs.

### **Retail Gap Analysis – Application to East End BOA**

The retail gap analysis illustrates a market dynamic in which grocery, general merchandise and other key retail services are not widely available to East End and other city residents within or near the neighborhoods in which they live. While these retail services are available in the broader trade area, residents must travel to gain access to many everyday goods and services.

Many residents of the East End and other city neighborhoods face circumstances such as low incomes and poverty, and may lack access to personal transportation. The absence of important retail goods and services at the neighborhood level can present a significant challenge to many households. Stakeholders have expressed concern about the limited supply of retail available in the East End and other Amsterdam neighborhoods, and in particular the absence of a grocery store offering a variety of nutritional options including produce and fresh foods.

### **Observations & Takeaways**

- The retail gap analysis suggests that residents living within the 5-minute drive-time trade area travel beyond this trade area to purchase retail goods, but the extended 10-minute drive-time trade area exhibits a retail surplus meaning that residents of the broader region are drawn to shop in this area – particularly the retail district along NYS Route 30 north of the City of Amsterdam.
- Major national and regional brands have established the NYS Route 30 corridor as a center of gravity for retail, and this district dominates the market for most retail categories.
- Personal income and disposable spending levels in the East End BOA study area and vicinity are low.

- The Mohawk River and large swaths of industrial land in the vicinity of the East End BOA serve to moderate population density and limit retail market potential in the trade area.
- Traffic counts of approximately 10,000 vehicle trips per day along East Main Street are in the low, marginally acceptable range for convenience-oriented retailers that depend on passerby traffic to support sales.
- In the East End BOA, East Main Street properties – and corner properties in particular – offer the best potential as retail sites due to their centrality and accessibility.
- Grocery, general merchandise, or small strip-style retail centers may be possible in East End locations, depending on an individual developer's or operator's criteria.
- Typical site requirements are approximately in the 1-1.5 acre range to support development on a scale of 10,000-15,000 square feet.
- In the near term, new large-scale and major chain retail is likely to develop north of the city.
- Market conditions may be appropriate for discount-oriented retailers in the East End and vicinity, scaled to serve the residents of surrounding neighborhoods.

### **Conclusion – Retail Development**

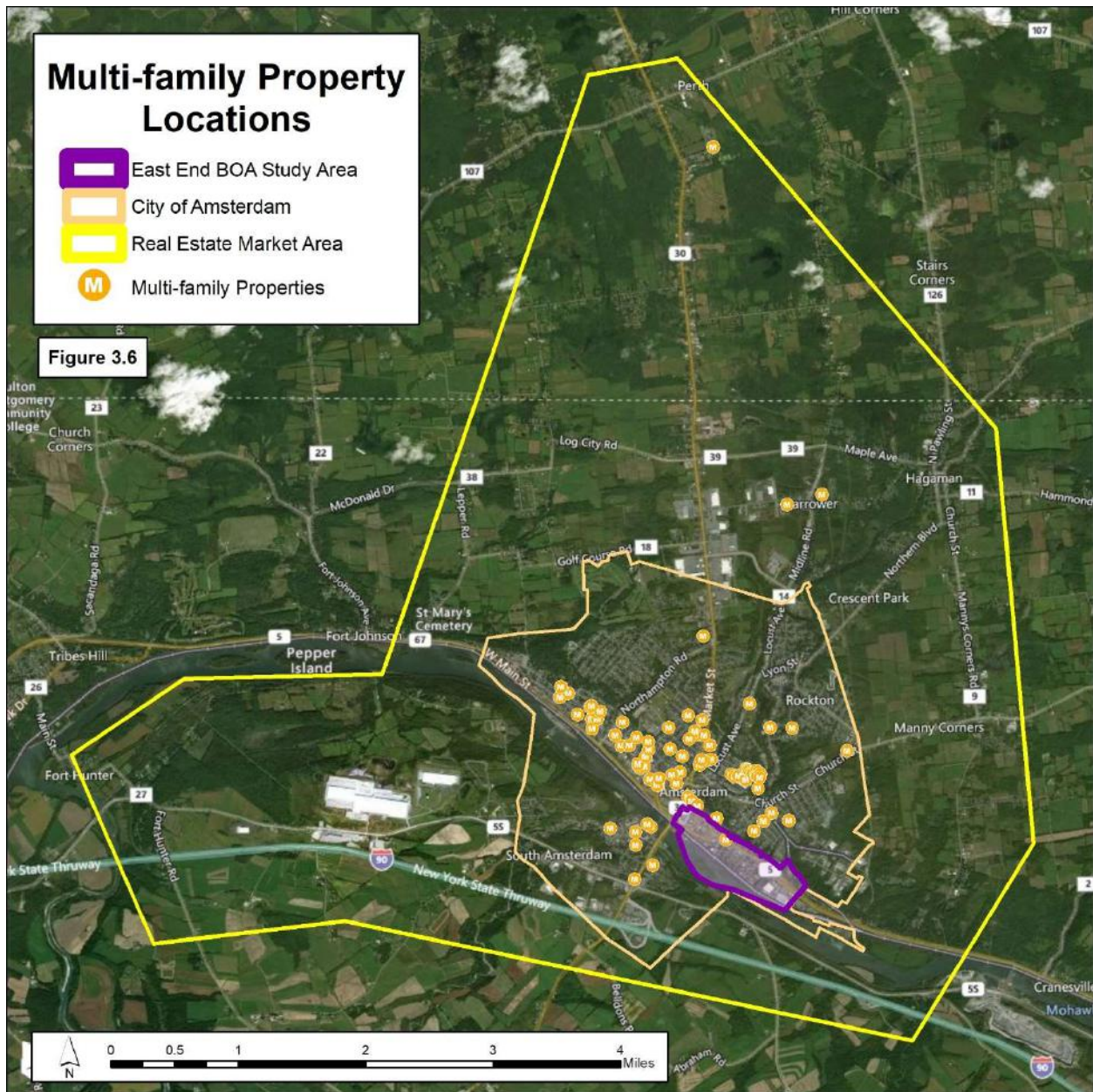
The East End BOA and surrounding neighborhoods lack immediate access to a variety of retail goods and services including grocery stores, general merchandise, and other retail categories. Large-scale retail development is concentrated along the NYS Route 30 corridor north of the City of Amsterdam, and this retail districts serves a regional population. Possible retail opportunities may exist for limited-scale, discount-oriented grocery and other retail along the Main Street corridor within the East End BOA study area.

### **3.2.4 Multi-Family Residential Development**

Multi-family residential properties include structures with four or more housing units. Formats include rental (apartment) and condominium (ownership) units. Multi-family residential properties may or may not include common spaces and facilities such as a lobby, elevators, communal grounds, etc.

In the Amsterdam market, multi-family residential properties include four-or-more-unit residential conversions, low-rise and mid-rise multi-story apartment buildings. With a few exceptions, most multi-family housing is located within the City of Amsterdam and concentrated in the Downtown area and surrounding neighborhoods (Figure 3.6).





### Existing Inventory and Conditions

Parcel data provided by Montgomery County indicate that 15 multi-family apartment properties are located in the East End BOA study area, whereas real estate industry data list only one multi-family property in the study area. This discrepancy is caused by an under-reporting of small apartment buildings (such as four-unit residential conversions) under private ownership by individuals or small companies, which in many cases are not listed by data services.

Because only one record is available for the East End BOA study area, Table 3.10 provides multi-family residential property inventory values for the Amsterdam market area only, based on third-party real estate data. It is acknowledged that these values likely exclude a number of small multi-family rental

properties. However, real estate data include listings for all larger-scale apartment properties in the market and this information is relevant to the BOA market analysis.

<b>Multi-family Residential Development Market Inventory – Existing Conditions</b>		<b>Table 3.10</b>
	<b>Amsterdam Market Area</b>	
<b># Properties</b>	85	
<b>Total Units</b>	1,162	
<b>Average Units/Property</b>	14	
<b>Average Square Feet/Unit</b>	843	
<b>Average Number of Stories</b>	2 – 3 stories	
<b>Median Building Age</b>	100 years	

Source: CoStar Inc.; C&S Companies

There are 85 multi-family residential properties listed for the Amsterdam market area, totaling more than 1,100 units. Most of these multi-family residential properties are relatively small – only 11 properties have more than ten units, and three have more than 100 units. The overall average is approximately 14 units at 843 square feet per unit. Many multi-family properties in the market are large, old residential structures that have been converted to hold four or more units, leading to a median age of 100 years among listed properties. The quality of these units is not indicated in this data. Parcel sizes and acreage/unit values vary widely based on factors including number of units and number of stories for a given property.

Table 3.4 summarizes key market metrics related to deliveries and absorption for the Amsterdam market area.

<b>Multi-family Residential Key Market Metrics – Amsterdam Market Area</b>		<b>Table 3.11</b>
<b>Average annual deliveries</b>	4.5 units	
<b>Average annual absorption</b>	7 units	
<b>Current Vacancy</b>	5.1%	
<b>Vacancy Trend</b>	▼ Decreasing	
<b>Effective Rent/Unit</b>	\$744	
<b>Effective Rent/Square Foot</b>	\$0.95	
<b>Rent Trend</b>	▲ Increasing	

Source: CoStar Inc.; C&S Companies

Over the 11-year timeframe from 2009-2019, there was only one multi-family residential delivery of 50 units (in 2010). On average, 4.5 units were delivered annually over this timeframe and average annual absorption was 7 units per year. Vacancy in multi-family properties stands at approximately 5 percent and has steadily declined over the past several years. Average rents have increased slightly in recent years to \$744/unit and \$0.95/square foot.

Two multi-family apartment projects have been proposed recently in the Amsterdam market.

- Chalmers Hill Lofts is a 120-unit, 3.3 acre mixed-income development proposed along the southern Mohawk River waterfront in the City of Amsterdam. The project was unable to secure approval of a purchase option on the property from the Common Council, however the

development partnership purchased the property in late 2019 with the intent to continue exploring project feasibility and a path forward with key stakeholders. Further plans, timelines or intentions are unknown.

- A 60-unit, three-story housing complex has been proposed in the heart of the East End BOA study area at 251 East Main Street. The project is being developed by DePaul Properties, and will include a mix of 1 and 2-bedroom affordable housing units including many designed for handicap accessibility. One-bedroom unit rents will be set at \$750/month and two-bedroom unit rents will be \$900/month.

Development of multi-family housing has been trending upward in recent years, on the national level as well as across Upstate New York. Given the extended period of time between the most recent apartment development in 2010 and two recent proposals, along with increasing rents and decreasing vacancies in multi-family properties, it appears that demand has been recognized in the Amsterdam market.

### **Multi-family Residential Market Analysis**

Multi-family housing demand is primarily driven by growth in population and is positively associated with household incomes and employment opportunities within an area. Other factors may also contribute to the demand for multi-family housing development - these factors include the age, quality and volume of available housing stock, and replacement need, as well as population shifts such as an aging population that requires different housing design features and amenities over time.

A market analysis was conducted to characterize multifamily residential market demand and supply conditions as it pertains to the East End BOA study area. The analysis generally considers key trends and demographic and socioeconomic characteristics of the study area, the Market Area, and the Mohawk Valley economic development region, where pertinent, and other areas as relevant. Employment trends for Montgomery County were also examined.



Table 3.12 presents key demographic and income characteristics related to the resident population in the study and market areas and region.

Multi-family Residential Key Demographics & Socio-economic Characteristics						Table 3.12
Characteristics	East End		Market Area		Mohawk Valley Region	
	2019	2024	2019	2024	2019	2024
<b>Total population</b>	1,173	1,131	23,833	23,315	442,290	435,187
<b>% change for period</b>		-3.6%		-2.2%		-1.6%
<b>Median Age</b>	31	31	40	41	43	44
<b>Total households</b>	422	406	9,893	9,629	176,453	173,052
<b>% change 2019-2024</b>		-3.8%		-2.7		-1.9%
<b>Average HH size</b>	2.8	2.8	2.4	2.4	2.4	2.4
<b>Median HH income</b>	\$28,800	\$29,900	\$46,300	\$51,225	\$52,750	\$56,700
<b>Avg annual % change</b>		0.8%		2.0%		1.4%
<b>Owner occupied units</b>	51.1%	49.3%	46.3%	44.8%	54%	52.5%
<b>% change 2019-2024</b>		-6.1%		-2.6%		-2.1%
<b>Renter occupied units</b>	19.4%	18.1%	37.0%	35.8%	27.2%	26.6%
<b>% change 2019-2024</b>		-2.9%		-2.6%		-1.6%
<b>Vacant units</b>	29.5%	32.7%	16.6%	19.4%	18.8%	20.9%
<b>% change 2019-2024</b>		11.6%		17.7%		11.9%
<b>Unemployment rate</b>	8.2%		3.9%		3.2%	

Source: ESRI BAO; C&S Companies

For all three areas examined, the overall population and number of households is expected to further decline during the coming five-year period. Notably, the East End study area is characterized by the most significant population decline overall, lowest rate of income growth, smallest share of rental-occupied housing, greatest number of vacant housing units, and highest unemployment rate.

The Study Area has the lowest rate of renter-occupied units across areas while the Market Area exhibits the highest share of rental occupancy. However, population decline has a cascading effect on residential unit occupancy, effectively reducing the share of both owner- and renter-occupied units overall while increasing vacant units in all areas observed. Accordingly, homeownership is expected to decrease at either the same or faster rate than renter occupancy over the near-term, with the most notable decline in the study area.

This analysis also examined age cohort characteristics for the same three areas to better understand if and where potential housing need may exist at the trends level.

<b>Multi-family Residential Population Age Distribution</b>					<b>Table 3.13</b>	
<b>Characteristics</b>	<b>East End</b>		<b>Market Area</b>		<b>Mohawk Valley Region</b>	
	<b>2019</b>	<b>2024</b>	<b>2019</b>	<b>2024</b>	<b>2019</b>	<b>2024</b>
<b>Under age 25</b>	41.4%	42.4%	29.5%	29.6%	28.2%	27.5%
<b>% change 2019-2024</b>		-1.3%		-1.8%		-4.0%
<b>Age 25-44</b>	26.7%	26.6%	25.4%	25.4%	24.0%	24.2%
<b>% change 2019-2024</b>		-3.9%		-2.2%		-0.8%
<b>Age 44-64</b>	20.1%	19.6%	25.0%	23.3%	27.6%	25.8%
<b>% change 2019-2024</b>		-6.0%		-8.8%		-8.0%
<b>Over age 65</b>	11.6%	11.4%	20.1%	21.7%	20.2%	22.6%
<b>% change 2019-2024</b>		-5.2		5.6%		10.1%

Source: ESRI BAO; C&S Companies

The overall decline in population is generally observed across age cohorts in each geographic area examined, but it is especially notable in the 44-64 age category which far outpace other segments. The Study Area is expected to see a notable decline in the oldest age segment as well; outside of the study area however, the 65+ age cohort is anticipated to expand. This cohort growth is indicative of a continued “graying” of the population observed at the regional level. This shift in population distribution within the Market Area may suggest a need for additional senior housing units in the market to meet growing demand as residents move from homeownership to rental status and have changing physical needs requiring specific housing design elements and age-responsive amenities.

## Employment

A high-level analysis of projected non-farm employment and average earnings by sector for Montgomery County was conducted to understand anticipated changes in employment from 2019 – 2024. Table 3.14 presents the results of this analysis by North American Industrial Classification Sector (NAICS). Positive employment growth values are shaded green, and negative values are shaded red. Average earnings projected for 2024 are also provided by sector.

Multi-family Residential Development		Table 3.14
Employment Change and Earnings by Sector – Montgomery County		
NAICS Sector	% Change 2019-2024	Average Earnings (2024)*
Mining	1.4%	\$52,600
Utilities	8.3%	\$78,200
Construction	2.2%	\$40,400
Manufacturing	-3.0%	\$52,600
Wholesale Trade	0.8%	\$61,500
Retail Trade	1.4%	\$30,500
Transportation and Warehousing	12.0%	\$52,000
Information	-0.4%	\$45,900
Finance and Insurance	3.5%	\$32,300
Real Estate, Rental and Lease	0.8%	\$10,100
Professional and Technical Services	-0.2%	\$31,800
Management of Companies and Enterprises	-2.0%	\$69,000
Administrative and Waste Services	-0.5%	\$29,900
Educational Services	-2.1%	\$19,700
Health Care and Social Assistance	9.7%	\$50,100
Arts, Entertainment and Recreation	0.7%	\$9,300
Accommodation and Food Service	1.5%	\$16,000
Other Services, except Public Administration	1.6%	\$34,500
Public Administration	0.4%	\$75,700
<b>Total for Non-Farm Sectors</b>	<b>3.3%</b>	<b>\$45,475</b>

Source: Woods and Poole Economics (\*projected for year 2024, 2012 dollars); C&S Companies

Total Montgomery County employment is projected to increase by 3.3% across sectors for the five-year period with a majority of employment sectors projected to grow at a very modest pace. The largest increase occurs in the transportation and warehousing sector at 12% anticipated growth during the five-year period, followed by healthcare and social assistance at 9.7% and utilities at just over 8% for the same period. These same three sectors also experience higher earnings per employee when compared to the overall average for the County. The most notable declines during the five-year period are projected to occur in the sectors of manufacturing, educational services, and management of companies.

## Regional Multifamily Development Trends

An analysis of multifamily development projects constructed and opened within the last 5 years and looking forward was also conducted to identify regional market trends. These trends were examined in order to understand conditions at a broader market level and how they may inform development



characteristics and expectations for potential development within the Amsterdam Market Area in the future.

The inventory for this trends analysis included existing garden/low-rise (1-3 stories) and mid-rise (4-14 stories) multi-family projects built since 2015, as well as those types currently under construction or proposed. Properties with incomplete key data, such as land area, were excluded from this analysis, as was high-rise product (15 stories and higher). Subject properties were drawn from a defined area along the NY Thruway corridor between Oneida to the west and Schenectady to the east, and north to Saratoga Springs.

This comparative inventory included 30 projects in total with the following characteristics:

- 28 market-rate housing properties:
  - Multi-family style: 22 garden/low-rise, 6 mid-rise
  - Market segment: 23 all-ages, 5 senior
  - Status: 20 existing, 5 under construction, 3 proposed
  - Average number of units: 108 units
  - Average stories: 3
  - Average land area: 10 acres
  - Average land/unit: 0.11 acres
- Two affordable housing properties:
  - Multi-family style: 2 garden/low-rise
  - Market segment: 1 all-ages, 1 senior
  - Status: 1 existing, 1 proposed
  - Average number of units: 49 units
  - Average stories: 2
  - Average land area: 1.7 acres
  - Average land/unit: 0.04 acres

Twenty-eight multi-family projects are included in the inventory, while only two affordable housing properties were developed over the same five-year timeframe. Senior housing represents five of the 28 market-rate properties. At more than 100 units and 10 acres on average, a typical market-rate property is larger than the affordable housing properties which average approximately 50 units and 1.7 acres.

### **Observations & Takeaways**

- While further population decline within the Amsterdam area is expected over the coming period, overall employment growth is also projected for Montgomery County, which taken with the low unemployment rate in the Market Area and Region, may intensify challenges in finding skilled labor force as well as present opportunity to attract workforce to the area by creating housing options closer to expanding employment centers.
- Newer multi-family housing stock is limited in the Amsterdam market given the last known multifamily development was delivered in 2010 and the average building age is 100 years.
- It appears that many professionals employed within the Amsterdam market area may live in other communities in part due to a perceived limited volume of quality market-rate housing.
- Multiple stakeholders suggested that the limited availability of quality market rate rental housing may present a challenge for housing younger, professional, and non-family households

as well as older residents. Stakeholders also noted an interest by residents in mixed-use development with walkable access to amenities often associated with that environment (parks, food & drink, etc.).

- In addition to local dynamics, macro-level economic and cultural factors have increased the need for rental housing, both in urban and rural areas alike, in the last decade. Such factors include the foreclosure crisis that shifted some households from homeowner to renter (permanently in some cases), the delay in household formations and home purchase by younger population segments, as well as the preference for walkability and live-work-play environments by both young professionals and older or retiring higher income families alike.
- Much of the existing housing stock in the Amsterdam market is aging, with many properties in deteriorating condition. Potential demand would appear to be driven primarily by a need for improved housing quality and specialized needs (i.e. senior or affordable) rather than an overall shortage of housing supply – as evidenced by increasing vacancy rates.
- Recent housing proposals include the 60-unit housing project to be located in the East End BOA study area, and the 120-unit waterfront development south of the Mohawk River (status uncertain at this time). Given the Amsterdam community's limited growth, the status and success of these projects may be observed to gain insights about the market's potential to support additional multi-family residential development. For example, if new properties are fully leased within a short timeframe, additional demand for similar product may be present in the market. Unit size and price points (affordable vs. market-rate) may also be monitored for information about the housing formats and rents potentially supported in this market.
- The current East End building stock may offer some opportunities for investment in the rehabilitation of existing structures for mixed-use or residential units.
  - Opportunities for adaptive reuse are likely limited to buildings with unique or exceptional features that would warrant investment.
  - Building scale, structural, environmental, financial, and other challenges may exist for adaptive reuse.
  - Former industrial facilities have supported successful housing projects elsewhere in the region and Upstate NY. However the size and condition of large former manufacturing structures in the East End BOA and elsewhere in Amsterdam may constrain their feasibility for housing reuse and would have to be evaluated in detail before a determination could be made about their potential to support housing.
- Improved connections to the Downtown area (potentially resulting from DRI) could support walkable access to Main Street amenities in a manner favorable for market-rate housing in the western part of the study area.
- Unmet needs appear to exist for modern, quality affordable and senior housing in the East End and elsewhere in the market.
- For new projects, general guidelines for possible multi-family housing development in the East End BOA study area or elsewhere in the Amsterdam market include:
  - Property size two acres or more
  - 2-4 stories
  - 50-120 units, mix of sizes
  - Affordable component and/or senior housing needs present in the community

## **Conclusion – Multi-family Residential Development**

The market setting for multi-family residential development is somewhat complex. The Amsterdam market's population is gradually declining, but county-level employment is expected to increase in some key industry sectors. A sufficient volume of housing stock is available to support the population, but the age and quality of many properties fall short of ideal conditions. Stakeholder feedback, as well as two recent multi-family development proposals in the market, suggest that demand exists for new, quality apartment housing in the Amsterdam market. Affordable and senior housing needs are likely present in the community, as well as market-rate housing. Given the market size and limited growth, the entry of new (currently proposed) housing developments would provide an opportunity to observe and gain insights about the market's potential to support additional multi-family residential development. Within the East End BOA study area, the Main Street corridor and immediately surrounding properties likely present the best setting for multi-family residential development.



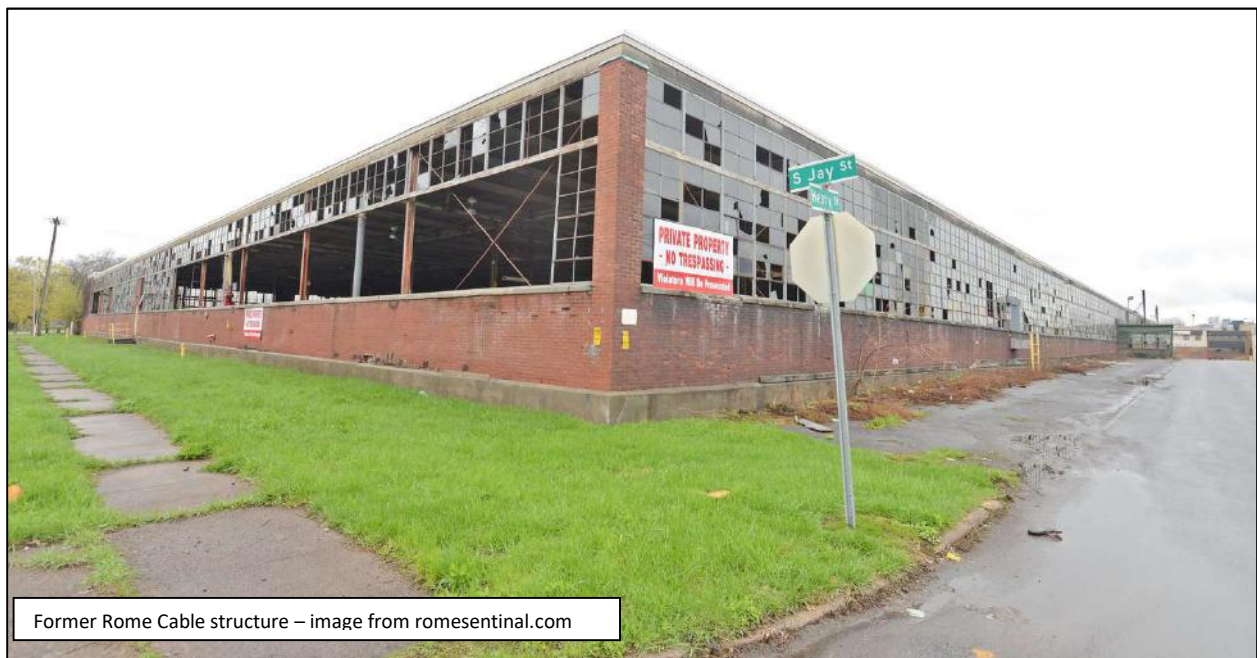
## 4. Case Studies

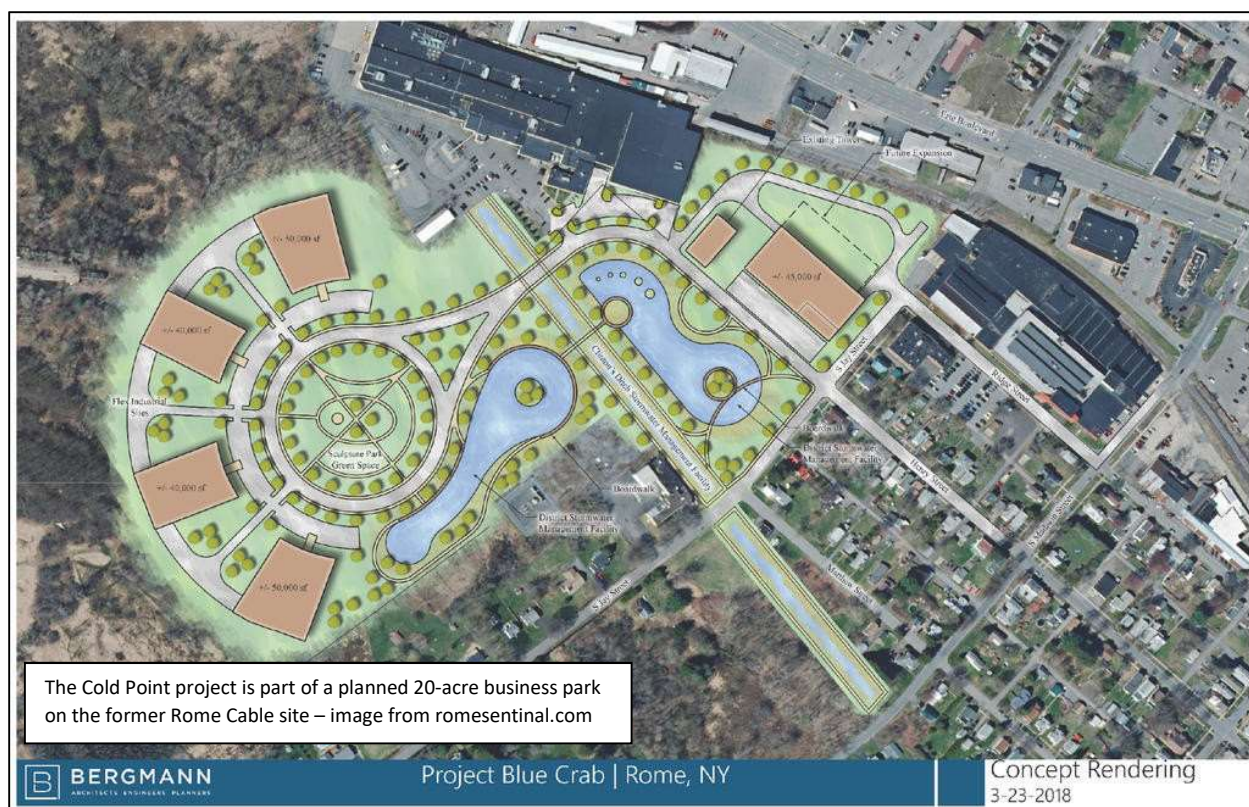
The following case studies are provided to illustrate successful redevelopment projects that have occurred recently in locations sharing a similar market context to the East End BOA and broader Amsterdam market area.

### 4.1 Cold Point Corporation, Rome, New York

The Cold Point Corporation manufactures heat pumps and air conditioning products in Rome, New York and outgrew its facility in a suburban industrial park. In 2018, the company announced plans to construct a new 50,000 square-foot facility at the former Rome Cable site, and began operations at this new location in 2019. The former Rome Cable site has a history of contamination from industrial uses on site, and has been the subject of state and federal brownfield-oriented studies and environmental remediation. Industrial structures located on site were demolished and site cleanup efforts were conducted to enable construction of the new Cold Point facility.

Extensive coordination with the New York State Economic Development Corporation, Oneida County IDA, and Mohawk Valley EDGE helped to make the project possible. An incentive package for the Cold Point facility included PILOT (payment-in-lieu-of-taxes) and Downtown Revitalization Initiative (DRI) funding to address financial gaps. The project will retain or create more than 50 jobs in the City of Rome, and is expected to serve as a catalyst for future redevelopment in the area.





## 4.2 Your Bargain Grocer, West Utica, New York

A coalition of public agencies including the City of Rome, Oneida County, and NYS agencies including the Department of Transportation and Empire State Development, helped make Your Bargain Grocer's development possible through funding and other assistance. This project has provided access to healthy food options in a neighborhood where many residents face challenges including poverty and limited transportation options, and otherwise may not have access to these important products.









# Retail MarketPlace Profile

East End 5min Drive Area  
Area: 4.63 square miles

Prepared by Esri

## Summary Demographics

2019 Population	13,338
2019 Households	5,580
2019 Median Disposable Income	\$30,777
2019 Per Capita Income	\$22,687

## 2017 Industry Summary

	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Leakage/Surplus Factor	Number of Businesses
Total Retail Trade and Food & Drink	44-45,722	\$144,581,162	\$85,845,353	\$58,735,809	25.5	75
Total Retail Trade	44-45	\$131,536,066	\$78,777,625	\$52,758,441	25.1	58
Total Food & Drink	722	\$13,045,095	\$7,067,728	\$5,977,367	29.7	17

## 2017 Industry Group

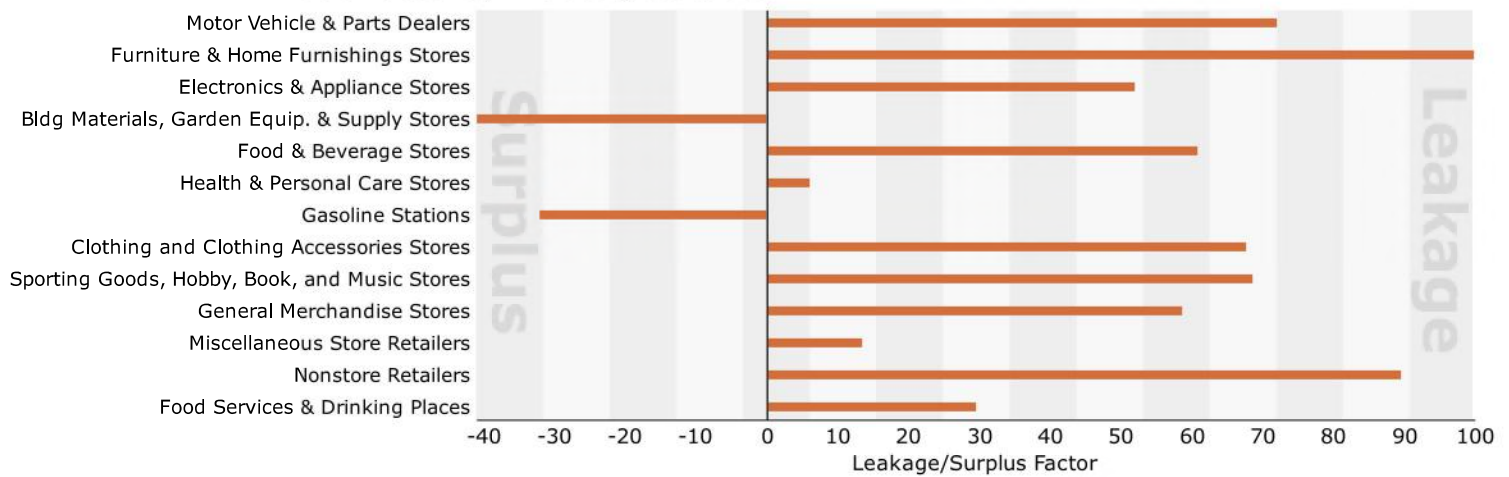
	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Leakage/Surplus Factor	Number of Businesses
Motor Vehicle & Parts Dealers	441	\$28,389,580	\$4,588,482	\$23,801,098	72.2	6
Automobile Dealers	4411	\$24,079,418	\$1,328,224	\$22,751,194	89.5	3
Other Motor Vehicle Dealers	4412	\$2,187,413	\$260,714	\$1,926,699	78.7	1
Auto Parts, Accessories & Tire Stores	4413	\$2,122,749	\$2,999,543	-\$876,794	-17.1	2
Furniture & Home Furnishings Stores	442	\$4,441,849	\$0	\$4,441,849	100.0	0
Furniture Stores	4421	\$2,332,161	\$0	\$2,332,161	100.0	0
Home Furnishings Stores	4422	\$2,109,688	\$0	\$2,109,688	100.0	0
Electronics & Appliance Stores	443	\$4,570,206	\$1,438,386	\$3,131,820	52.1	3
Bldg Materials, Garden Equip. & Supply Stores	444	\$7,932,357	\$18,974,294	-\$11,041,937	-41.0	5
Bldg Material & Supplies Dealers	4441	\$7,203,768	\$18,974,294	-\$11,770,526	-45.0	5
Lawn & Garden Equip & Supply Stores	4442	\$728,590	\$0	\$728,590	100.0	0
Food & Beverage Stores	445	\$23,227,988	\$5,646,466	\$17,581,522	60.9	12
Grocery Stores	4451	\$20,015,478	\$4,236,182	\$15,779,296	65.1	8
Specialty Food Stores	4452	\$1,553,568	\$341,875	\$1,211,693	63.9	2
Beer, Wine & Liquor Stores	4453	\$1,658,941	\$1,068,409	\$590,532	21.7	2
Health & Personal Care Stores	446,4461	\$11,492,353	\$10,156,464	\$1,335,889	6.2	3
Gasoline Stations	447,4471	\$14,132,412	\$27,465,927	-\$13,333,515	-32.1	10
Clothing & Clothing Accessories Stores	448	\$9,550,415	\$1,824,619	\$7,725,796	67.9	3
Clothing Stores	4481	\$6,900,895	\$756,869	\$6,144,026	80.2	2
Shoe Stores	4482	\$1,140,217	\$0	\$1,140,217	100.0	0
Jewelry, Luggage & Leather Goods Stores	4483	\$1,509,303	\$987,629	\$521,674	20.9	1
Sporting Goods, Hobby, Book & Music Stores	451	\$3,587,776	\$665,122	\$2,922,654	68.7	3
Sporting Goods/Hobby/Musical Instr Stores	4511	\$3,002,716	\$433,534	\$2,569,182	74.8	2
Book, Periodical & Music Stores	4512	\$585,060	\$231,588	\$353,472	43.3	1
General Merchandise Stores	452	\$15,298,336	\$3,971,899	\$11,326,437	58.8	2
Department Stores Excluding Leased Depts.	4521	\$9,257,417	\$0	\$9,257,417	100.0	0
Other General Merchandise Stores	4529	\$6,040,919	\$3,971,899	\$2,069,020	20.7	2
Miscellaneous Store Retailers	453	\$5,045,432	\$3,836,825	\$1,208,607	13.6	11
Florists	4531	\$393,444	\$141,383	\$252,061	47.1	2
Office Supplies, Stationery & Gift Stores	4532	\$1,436,596	\$311,013	\$1,125,583	64.4	2
Used Merchandise Stores	4533	\$584,103	\$0	\$584,103	100.0	0
Other Miscellaneous Store Retailers	4539	\$2,631,290	\$3,384,429	-\$753,139	-12.5	7
Nonstore Retailers	454	\$3,867,362	\$209,142	\$3,658,220	89.7	2
Electronic Shopping & Mail-Order Houses	4541	\$3,174,541	\$0	\$3,174,541	100.0	0
Vending Machine Operators	4542	\$69,558	\$175,752	-\$106,194	-43.3	1
Direct Selling Establishments	4543	\$623,263	\$33,390	\$589,873	89.8	1
Food Services & Drinking Places	722	\$13,045,095	\$7,067,728	\$5,977,367	29.7	17
Special Food Services	7223	\$589,658	\$0	\$589,658	100.0	0
Drinking Places - Alcoholic Beverages	7224	\$691,529	\$401,638	\$289,891	26.5	3
Restaurants/Other Eating Places	7225	\$11,763,909	\$6,666,090	\$5,097,819	27.7	14

Data Note: Supply (retail sales) estimates sales to consumers by establishments. Sales to businesses are excluded. Demand (retail potential) estimates the expected amount spent by consumers at retail establishments. Supply and demand estimates are in current dollars. The Leakage/Surplus Factor presents a snapshot of retail opportunity. This is a measure of the relationship between supply and demand that ranges from +100 (total leakage) to -100 (total surplus). A positive value represents 'leakage' of retail opportunity outside the trade area. A negative value represents a surplus of retail sales, a market where customers are drawn in from outside the trade area. The Retail Gap represents the difference between Retail Potential and Retail Sales. Esri uses the North American Industry Classification System (NAICS) to classify businesses by their primary type of economic activity. Retail establishments are classified into 27 industry groups in the Retail Trade sector, as well as four industry groups within the Food Services & Drinking Establishments subsector. For more information on the Retail MarketPlace data, please click the link below to view the Methodology Statement. <http://www.esri.com/library/whitepapers/pdfs/esri-data-retail-marketplace.pdf>

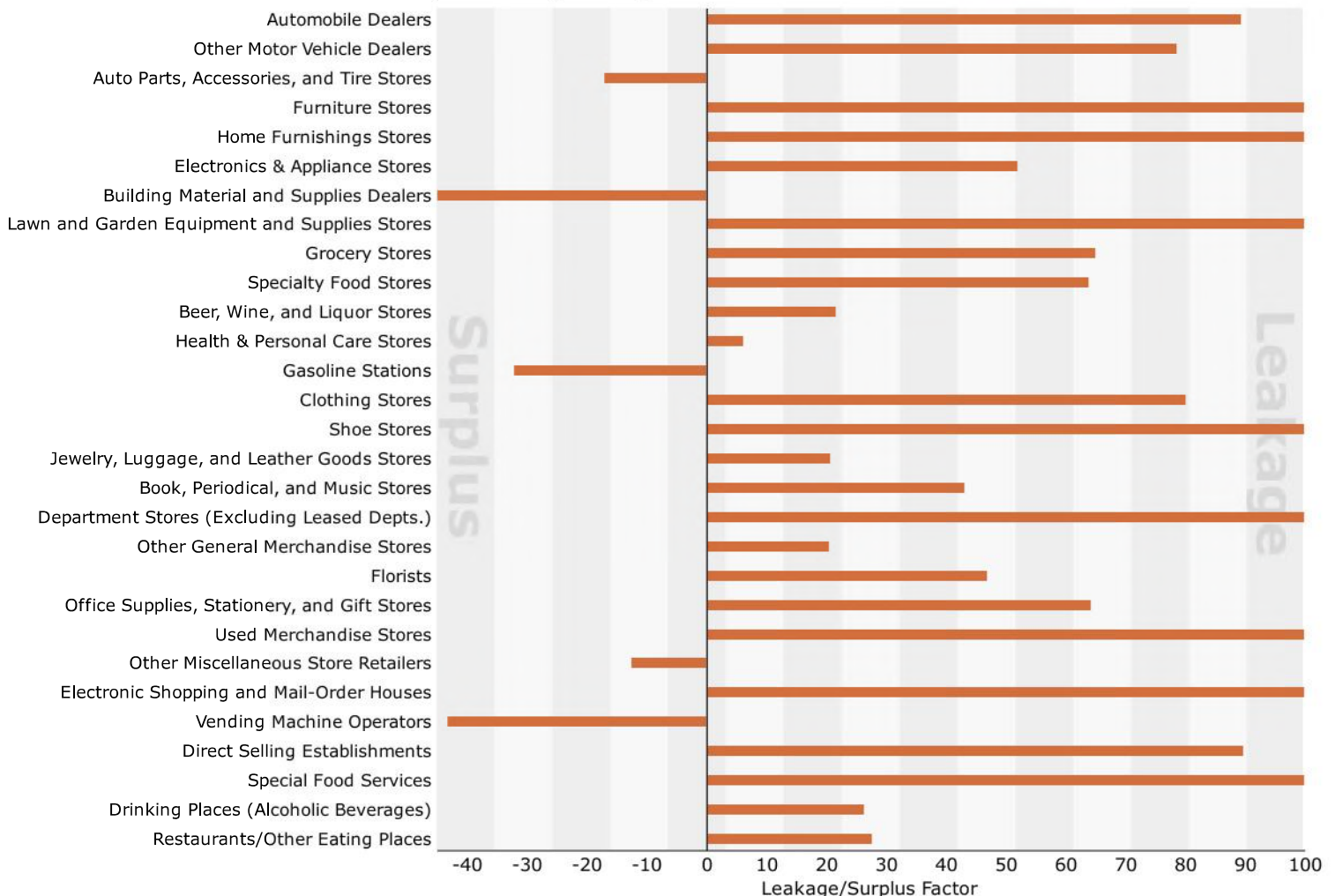
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December 19, 2019

## 2017 Leakage/Surplus Factor by Industry Subsector



## 2017 Leakage/Surplus Factor by Industry Group





## Retail MarketPlace Profile

East End 10min Drive Area

Area: 37.36 square miles

Prepared by Esri

### Summary Demographics

2019 Population	22,705
2019 Households	9,471
2019 Median Disposable Income	\$36,811
2019 Per Capita Income	\$25,879

### 2017 Industry Summary

	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Leakage/Surplus Factor	Number of Businesses
Total Retail Trade and Food & Drink	44-45,722	\$279,970,047	\$446,533,126	-\$166,563,079	-22.9	193
Total Retail Trade	44-45	\$254,641,853	\$423,544,063	-\$168,902,210	-24.9	147
Total Food & Drink	722	\$25,328,194	\$22,989,063	\$2,339,131	4.8	46

### 2017 Industry Group

	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Leakage/Surplus Factor	Number of Businesses
Motor Vehicle & Parts Dealers	441	\$54,938,712	\$46,406,470	\$8,532,242	8.4	12
Automobile Dealers	4411	\$46,514,258	\$3,638,518	\$42,875,740	85.5	5
Other Motor Vehicle Dealers	4412	\$4,298,247	\$35,189,712	-\$30,891,465	-78.2	4
Auto Parts, Accessories & Tire Stores	4413	\$4,126,207	\$7,578,240	-\$3,452,033	-29.5	4
Furniture & Home Furnishings Stores	442	\$8,644,468	\$1,107,164	\$7,537,304	77.3	2
Furniture Stores	4421	\$4,472,675	\$564,131	\$3,908,544	77.6	1
Home Furnishings Stores	4422	\$4,171,792	\$543,033	\$3,628,759	77.0	1
Electronics & Appliance Stores	443	\$8,887,874	\$5,106,313	\$3,781,561	27.0	8
Bldg Materials, Garden Equip. & Supply Stores	444	\$15,990,274	\$53,002,895	-\$37,012,621	-53.6	14
Bldg Material & Supplies Dealers	4441	\$14,520,331	\$51,318,489	-\$36,798,158	-55.9	13
Lawn & Garden Equip & Supply Stores	4442	\$1,469,943	\$1,684,405	-\$214,462	-6.8	1
Food & Beverage Stores	445	\$44,541,580	\$96,492,220	-\$51,950,640	-36.8	24
Grocery Stores	4451	\$38,312,496	\$91,543,528	-\$53,231,032	-41.0	13
Specialty Food Stores	4452	\$2,968,170	\$1,989,868	\$978,302	19.7	5
Beer, Wine & Liquor Stores	4453	\$3,260,914	\$2,958,824	\$302,090	4.9	6
Health & Personal Care Stores	446,4461	\$22,328,656	\$24,739,233	-\$2,410,577	-5.1	11
Gasoline Stations	447,4471	\$26,997,661	\$36,638,182	-\$9,640,521	-15.1	15
Clothing & Clothing Accessories Stores	448	\$18,523,716	\$9,115,883	\$9,407,833	34.0	11
Clothing Stores	4481	\$13,326,142	\$5,005,034	\$8,321,108	45.4	6
Shoe Stores	4482	\$2,190,550	\$1,459,103	\$731,447	20.0	3
Jewelry, Luggage & Leather Goods Stores	4483	\$3,007,024	\$2,651,745	\$355,279	6.3	3
Sporting Goods, Hobby, Book & Music Stores	451	\$6,928,875	\$22,340,476	-\$15,411,601	-52.7	10
Sporting Goods/Hobby/Musical Instr Stores	4511	\$5,809,400	\$21,949,671	-\$16,140,271	-58.1	8
Book, Periodical & Music Stores	4512	\$1,119,476	\$390,805	\$728,671	48.2	2
General Merchandise Stores	452	\$29,466,264	\$112,627,572	-\$83,161,308	-58.5	8
Department Stores Excluding Leased Depts.	4521	\$17,860,574	\$102,606,093	-\$84,745,519	-70.3	4
Other General Merchandise Stores	4529	\$11,605,689	\$10,021,479	\$1,584,210	7.3	5
Miscellaneous Store Retailers	453	\$9,807,455	\$15,705,788	-\$5,898,333	-23.1	29
Florists	4531	\$809,585	\$1,961,810	-\$1,152,225	-41.6	8
Office Supplies, Stationery & Gift Stores	4532	\$2,798,485	\$3,891,239	-\$1,092,754	-16.3	8
Used Merchandise Stores	4533	\$1,115,534	\$1,313,747	-\$198,213	-8.2	2
Other Miscellaneous Store Retailers	4539	\$5,083,851	\$8,538,992	-\$3,455,141	-25.4	11
Nonstore Retailers	454	\$7,586,318	\$261,868	\$7,324,450	93.3	2
Electronic Shopping & Mail-Order Houses	4541	\$6,192,239	\$0	\$6,192,239	100.0	0
Vending Machine Operators	4542	\$133,196	\$228,478	-\$95,282	-26.3	1
Direct Selling Establishments	4543	\$1,260,883	\$33,390	\$1,227,493	94.8	1
Food Services & Drinking Places	722	\$25,328,194	\$22,989,063	\$2,339,131	4.8	46
Special Food Services	7223	\$1,150,069	\$0	\$1,150,069	100.0	0
Drinking Places - Alcoholic Beverages	7224	\$1,374,628	\$566,960	\$807,668	41.6	4
Restaurants/Other Eating Places	7225	\$22,803,497	\$22,422,103	\$381,394	0.8	42

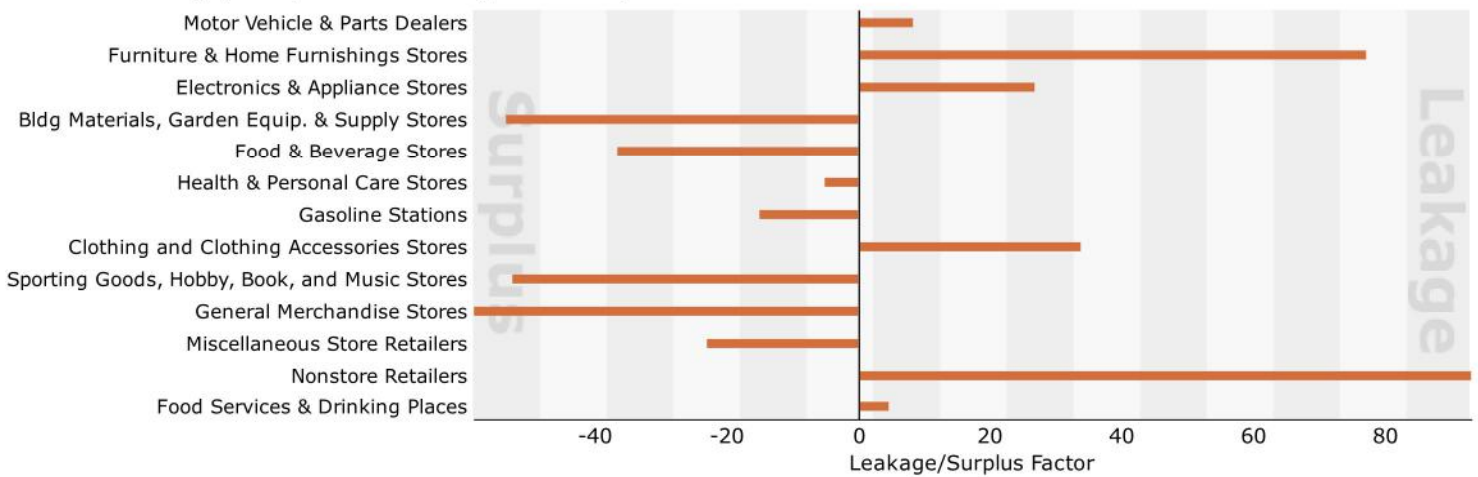
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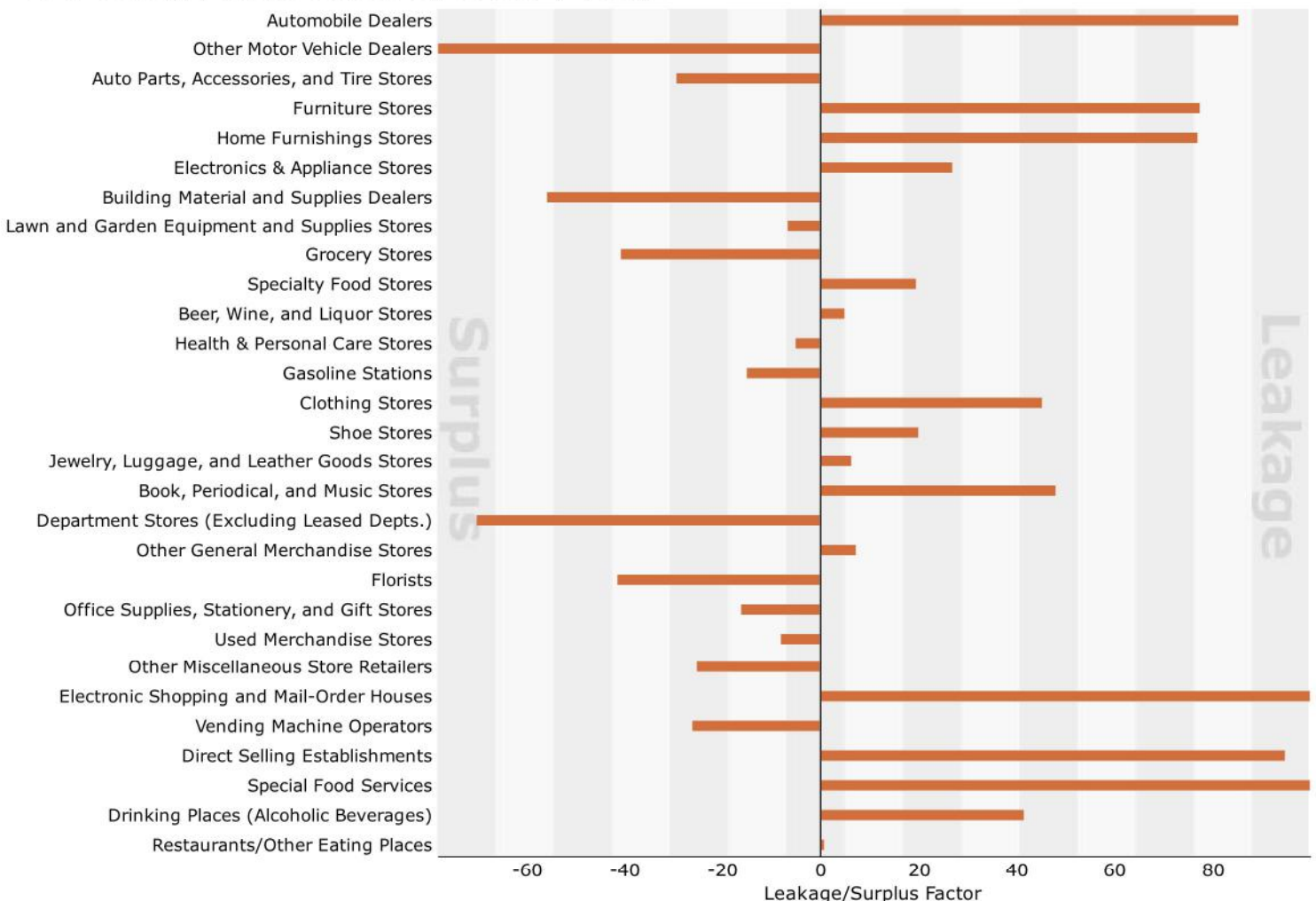
December 19, 2019



## 2017 Leakage/Surplus Factor by Industry Subsector



## 2017 Leakage/Surplus Factor by Industry Group



## Appendix E – State Environmental Quality Review

**Full Environmental Assessment Form**  
**Part 1 - Project and Setting**

**Instructions for Completing Part 1**

**Part 1 is to be completed by the applicant or project sponsor.** Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification.

Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information; indicate whether missing information does not exist, or is not reasonably available to the sponsor; and, when possible, generally describe work or studies which would be necessary to update or fully develop that information.

Applicants/sponsors must complete all items in Sections A & B. In Sections C, D & E, most items contain an initial question that must be answered either “Yes” or “No”. If the answer to the initial question is “Yes”, complete the sub-questions that follow. If the answer to the initial question is “No”, proceed to the next question. Section F allows the project sponsor to identify and attach any additional information. Section G requires the name and signature of the applicant or project sponsor to verify that the information contained in Part 1 is accurate and complete.

**A. Project and Applicant/Sponsor Information.**

Name of Action or Project:		
Project Location (describe, and attach a general location map):		
Brief Description of Proposed Action (include purpose or need):		
Name of Applicant/Sponsor:		Telephone:
		E-Mail:
Address:		
City/PO:	State:	Zip Code:
Project Contact (if not same as sponsor; give name and title/role):		Telephone:
		E-Mail:
Address:		
City/PO:	State:	Zip Code:
Property Owner (if not same as sponsor):		Telephone:
		E-Mail:
Address:		
City/PO:	State:	Zip Code:



## B. Government Approvals

<b>B. Government Approvals, Funding, or Sponsorship.</b> (“Funding” includes grants, loans, tax relief, and any other forms of financial assistance.)		
<b>Government Entity</b>	<b>If Yes: Identify Agency and Approval(s) Required</b>	<b>Application Date (Actual or projected)</b>
a. City Counsel, Town Board, or Village Board of Trustees <input type="checkbox"/> Yes <input type="checkbox"/> No		
b. City, Town or Village Planning Board or Commission <input type="checkbox"/> Yes <input type="checkbox"/> No		
c. City, Town or Village Zoning Board of Appeals <input type="checkbox"/> Yes <input type="checkbox"/> No		
d. Other local agencies <input type="checkbox"/> Yes <input type="checkbox"/> No		
e. County agencies <input type="checkbox"/> Yes <input type="checkbox"/> No		
f. Regional agencies <input type="checkbox"/> Yes <input type="checkbox"/> No		
g. State agencies <input type="checkbox"/> Yes <input type="checkbox"/> No		
h. Federal agencies <input type="checkbox"/> Yes <input type="checkbox"/> No		
i. Coastal Resources.		
i. Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway?		<input type="checkbox"/> Yes <input type="checkbox"/> No
ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program?		<input type="checkbox"/> Yes <input type="checkbox"/> No
iii. Is the project site within a Coastal Erosion Hazard Area?		<input type="checkbox"/> Yes <input type="checkbox"/> No

## C. Planning and Zoning

<b>C.1. Planning and zoning actions.</b>	
Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted to enable the proposed action to proceed? <input type="checkbox"/> Yes <input type="checkbox"/> No	
<ul style="list-style-type: none"><li>• <b>If Yes</b>, complete sections C, F and G.</li><li>• <b>If No</b>, proceed to question C.2 and complete all remaining sections and questions in Part 1</li></ul>	
<b>C.2. Adopted land use plans.</b>	
a. Do any municipally- adopted (city, town, village or county) comprehensive land use plan(s) include the site where the proposed action would be located? <input type="checkbox"/> Yes <input type="checkbox"/> No	
If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located? <input type="checkbox"/> Yes <input type="checkbox"/> No	
b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway; Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?) <input type="checkbox"/> Yes <input type="checkbox"/> No	
If Yes, identify the plan(s): _____ _____ _____	
c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan, or an adopted municipal farmland protection plan? <input type="checkbox"/> Yes <input type="checkbox"/> No	
If Yes, identify the plan(s): _____ _____ _____	

### C.3. Zoning

a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance. ☐ Yes ☐ No  
If Yes, what is the zoning classification(s) including any applicable overlay district?

\_\_\_\_\_

\_\_\_\_\_

b. Is the use permitted or allowed by a special or conditional use permit? ☐ Yes ☐ No

c. Is a zoning change requested as part of the proposed action? ☐ Yes ☐ No

If Yes,

i. What is the proposed new zoning for the site? \_\_\_\_\_

### C.4. Existing community services.

a. In what school district is the project site located? \_\_\_\_\_

b. What police or other public protection forces serve the project site?

\_\_\_\_\_

c. Which fire protection and emergency medical services serve the project site?

\_\_\_\_\_

d. What parks serve the project site?

\_\_\_\_\_

\_\_\_\_\_

### D. Project Details

#### D.1. Proposed and Potential Development

a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)?

\_\_\_\_\_

b. a. Total acreage of the site of the proposed action? \_\_\_\_\_ acres

b. Total acreage to be physically disturbed? \_\_\_\_\_ acres

c. Total acreage (project site and any contiguous properties) owned  
or controlled by the applicant or project sponsor? \_\_\_\_\_ acres

c. Is the proposed action an expansion of an existing project or use? ☐ Yes ☐ No

i. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % \_\_\_\_\_ Units: \_\_\_\_\_

d. Is the proposed action a subdivision, or does it include a subdivision? ☐ Yes ☐ No

If Yes,

i. Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)

\_\_\_\_\_

ii. Is a cluster/conservation layout proposed? ☐ Yes ☐ No

iii. Number of lots proposed? \_\_\_\_\_

iv. Minimum and maximum proposed lot sizes? Minimum \_\_\_\_\_ Maximum \_\_\_\_\_

e. Will the proposed action be constructed in multiple phases? ☐ Yes ☐ No

i. If No, anticipated period of construction: \_\_\_\_\_ months

ii. If Yes:

- Total number of phases anticipated \_\_\_\_\_

- Anticipated commencement date of phase 1 (including demolition) \_\_\_\_\_ month \_\_\_\_\_ year

- Anticipated completion date of final phase \_\_\_\_\_ month \_\_\_\_\_ year

- Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

f. Does the project include new residential uses? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span> If Yes, show numbers of units proposed.				
	<u>One Family</u>	<u>Two Family</u>	<u>Three Family</u>	<u>Multiple Family (four or more)</u>
Initial Phase	_____	_____	_____	_____
At completion	_____	_____	_____	_____
of all phases	_____	_____	_____	_____

g. Does the proposed action include new non-residential construction (including expansions)? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span> If Yes,	
i. Total number of structures _____ ii. Dimensions (in feet) of largest proposed structure: _____ height; _____ width; and _____ length iii. Approximate extent of building space to be heated or cooled: _____ square feet	

h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span> If Yes,	
i. Purpose of the impoundment: _____ ii. If a water impoundment, the principal source of the water: <span style="float: right;"><input type="checkbox"/> Ground water <input type="checkbox"/> Surface water streams <input type="checkbox"/> Other specify:</span> _____ iii. If other than water, identify the type of impounded/contained liquids and their source. _____ iv. Approximate size of the proposed impoundment. Volume: _____ million gallons; surface area: _____ acres v. Dimensions of the proposed dam or impounding structure: _____ height; _____ length vi. Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete): _____	

**D.2. Project Operations**

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span> (Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite) If Yes:	
i. What is the purpose of the excavation or dredging? _____ ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site? • Volume (specify tons or cubic yards): _____ • Over what duration of time? _____ iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them. _____ _____ iv. Will there be onsite dewatering or processing of excavated materials? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span> If yes, describe. _____ _____ v. What is the total area to be dredged or excavated? _____ acres vi. What is the maximum area to be worked at any one time? _____ acres vii. What would be the maximum depth of excavation or dredging? _____ feet viii. Will the excavation require blasting? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span> ix. Summarize site reclamation goals and plan: _____ _____ _____	

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span> If Yes:	
i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description): _____ _____	



*ii.* Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement of structures, or alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

*iii.* Will the proposed action cause or result in disturbance to bottom sediments? Yes ☐ No ☐  
 If Yes, describe: \_\_\_\_\_

*iv.* Will the proposed action cause or result in the destruction or removal of aquatic vegetation? ☐ Yes ☐ No ☐  
 If Yes:

- acres of aquatic vegetation proposed to be removed: \_\_\_\_\_
- expected acreage of aquatic vegetation remaining after project completion: \_\_\_\_\_
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access): \_\_\_\_\_
- proposed method of plant removal: \_\_\_\_\_
- if chemical/herbicide treatment will be used, specify product(s): \_\_\_\_\_

*v.* Describe any proposed reclamation/mitigation following disturbance: \_\_\_\_\_

---

*c.* Will the proposed action use, or create a new demand for water? ☐ Yes ☐ No ☐  
 If Yes:

*i.* Total anticipated water usage/demand per day: \_\_\_\_\_ gallons/day

*ii.* Will the proposed action obtain water from an existing public water supply? ☐ Yes ☐ No ☐  
 If Yes:

- Name of district or service area: \_\_\_\_\_
- Does the existing public water supply have capacity to serve the proposal? ☐ Yes ☐ No ☐
- Is the project site in the existing district? ☐ Yes ☐ No ☐
- Is expansion of the district needed? ☐ Yes ☐ No ☐
- Do existing lines serve the project site? ☐ Yes ☐ No ☐

*iii.* Will line extension within an existing district be necessary to supply the project? ☐ Yes ☐ No ☐  
 If Yes:

- Describe extensions or capacity expansions proposed to serve this project: \_\_\_\_\_
- Source(s) of supply for the district: \_\_\_\_\_

*iv.* Is a new water supply district or service area proposed to be formed to serve the project site? ☐ Yes ☐ No ☐  
 If, Yes:

- Applicant/sponsor for new district: \_\_\_\_\_
- Date application submitted or anticipated: \_\_\_\_\_
- Proposed source(s) of supply for new district: \_\_\_\_\_

*v.* If a public water supply will not be used, describe plans to provide water supply for the project: \_\_\_\_\_

*vi.* If water supply will be from wells (public or private), what is the maximum pumping capacity: \_\_\_\_\_ gallons/minute.

---

*d.* Will the proposed action generate liquid wastes? ☐ Yes ☐ No ☐  
 If Yes:

*i.* Total anticipated liquid waste generation per day: \_\_\_\_\_ gallons/day

*ii.* Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all components and approximate volumes or proportions of each): \_\_\_\_\_

\_\_\_\_\_

*iii.* Will the proposed action use any existing public wastewater treatment facilities? ☐ Yes ☐ No ☐  
 If Yes:

- Name of wastewater treatment plant to be used: \_\_\_\_\_
- Name of district: \_\_\_\_\_
- Does the existing wastewater treatment plant have capacity to serve the project? ☐ Yes ☐ No ☐
- Is the project site in the existing district? ☐ Yes ☐ No ☐
- Is expansion of the district needed? ☐ Yes ☐ No ☐

<ul style="list-style-type: none"> <li>• Do existing sewer lines serve the project site? _____</li> <li>• Will a line extension within an existing district be necessary to serve the project? _____</li> </ul> <p>If Yes:</p> <ul style="list-style-type: none"> <li>• Describe extensions or capacity expansions proposed to serve this project: _____            _____            _____</li> </ul>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> No	
<p>iv. Will a new wastewater (sewage) treatment district be formed to serve the project site? _____</p> <p>If Yes:</p> <ul style="list-style-type: none"> <li>• Applicant/sponsor for new district: _____</li> <li>• Date application submitted or anticipated: _____</li> <li>• What is the receiving water for the wastewater discharge? _____</li> </ul>	<input type="checkbox"/> Yes <input type="checkbox"/> No	
<p>v. If public facilities will not be used, describe plans to provide wastewater treatment for the project, including specifying proposed receiving water (name and classification if surface discharge or describe subsurface disposal plans): _____            _____            _____</p>		
<p>vi. Describe any plans or designs to capture, recycle or reuse liquid waste: _____            _____            _____</p>		
<p>e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction? _____</p> <p>If Yes:</p> <p>i. How much impervious surface will the project create in relation to total size of project parcel?</p> <p style="margin-left: 40px;">_____ Square feet or _____ acres (impervious surface)</p> <p style="margin-left: 40px;">_____ Square feet or _____ acres (parcel size)</p> <p>ii. Describe types of new point sources. _____            _____</p> <p>iii. Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent properties, groundwater, on-site surface water or off-site surface waters)? _____            _____</p> <ul style="list-style-type: none"> <li>• If to surface waters, identify receiving water bodies or wetlands: _____              _____</li> <li>• Will stormwater runoff flow to adjacent properties? _____</li> </ul>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> No	
<p>iv. Does the proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater? _____</p>		
<p>f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations? _____</p> <p>If Yes, identify:</p> <p>i. Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles) _____</p> <p>ii. Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers) _____</p> <p>iii. Stationary sources during operations (e.g., process emissions, large boilers, electric generation) _____</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No	
<p>g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit? _____</p> <p>If Yes:</p> <p>i. Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year) _____</p> <p>ii. In addition to emissions as calculated in the application, the project will generate:</p> <ul style="list-style-type: none"> <li>• _____ Tons/year (short tons) of Carbon Dioxide (CO<sub>2</sub>)</li> <li>• _____ Tons/year (short tons) of Nitrous Oxide (N<sub>2</sub>O)</li> <li>• _____ Tons/year (short tons) of Perfluorocarbons (PFCs)</li> <li>• _____ Tons/year (short tons) of Sulfur Hexafluoride (SF<sub>6</sub>)</li> <li>• _____ Tons/year (short tons) of Carbon Dioxide equivalent of Hydrofluorocarbons (HFCs)</li> <li>• _____ Tons/year (short tons) of Hazardous Air Pollutants (HAPs)</li> </ul>		<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> No

<p>h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <p>If Yes:</p> <p>i. Estimate methane generation in tons/year (metric): _____</p> <p>ii. Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): _____</p>			
<p>i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <p>If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust): _____</p>			
<p>j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <p>If Yes:</p> <p>i. When is the peak traffic expected (Check all that apply): <input type="checkbox"/> Morning <input type="checkbox"/> Evening <input type="checkbox"/> Weekend  <input type="checkbox"/> Randomly between hours of _____ to _____.</p> <p>ii. For commercial activities only, projected number of truck trips/day and type (e.g., semi trailers and dump trucks): _____</p> <p>iii. Parking spaces: Existing _____ Proposed _____ Net increase/decrease _____</p> <p>iv. Does the proposed action include any shared use parking? <span style="float: right;">Yes No</span></p> <p>v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe: _____</p> <p>vi. Are public/private transportation service(s) or facilities available within 1/2 mile of the proposed site? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <p>vii. Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <p>viii. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p>			
<p>k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <p>If Yes:</p> <p>i. Estimate annual electricity demand during operation of the proposed action: _____</p> <p>ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other): _____</p> <p>iii. Will the proposed action require a new, or an upgrade, to an existing substation? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p>			
<p>l. Hours of operation. Answer all items which apply.</p> <table style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <p>i. During Construction:</p> <ul style="list-style-type: none"> <li>• Monday - Friday: _____</li> <li>• Saturday: _____</li> <li>• Sunday: _____</li> <li>• Holidays: _____</li> </ul> </td> <td style="width: 50%; vertical-align: top;"> <p>ii. During Operations:</p> <ul style="list-style-type: none"> <li>• Monday - Friday: _____</li> <li>• Saturday: _____</li> <li>• Sunday: _____</li> <li>• Holidays: _____</li> </ul> </td> </tr> </table>		<p>i. During Construction:</p> <ul style="list-style-type: none"> <li>• Monday - Friday: _____</li> <li>• Saturday: _____</li> <li>• Sunday: _____</li> <li>• Holidays: _____</li> </ul>	<p>ii. During Operations:</p> <ul style="list-style-type: none"> <li>• Monday - Friday: _____</li> <li>• Saturday: _____</li> <li>• Sunday: _____</li> <li>• Holidays: _____</li> </ul>
<p>i. During Construction:</p> <ul style="list-style-type: none"> <li>• Monday - Friday: _____</li> <li>• Saturday: _____</li> <li>• Sunday: _____</li> <li>• Holidays: _____</li> </ul>	<p>ii. During Operations:</p> <ul style="list-style-type: none"> <li>• Monday - Friday: _____</li> <li>• Saturday: _____</li> <li>• Sunday: _____</li> <li>• Holidays: _____</li> </ul>		



<p>m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <p>If yes:</p> <p>i. Provide details including sources, time of day and duration:</p> <p>_____</p> <p>_____</p>	
<p>ii. Will the proposed action remove existing natural barriers that could act as a noise barrier or screen? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <p>Describe: _____</p> <p>_____</p>	
<p>n. Will the proposed action have outdoor lighting? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <p>If yes:</p> <p>i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:</p> <p>_____</p> <p>_____</p>	
<p>ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <p>Describe: _____</p> <p>_____</p>	
<p>o. Does the proposed action have the potential to produce odors for more than one hour per day? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <p>If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures: _____</p> <p>_____</p> <p>_____</p>	
<p>p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <p>If Yes:</p> <p>i. Product(s) to be stored _____</p> <p>ii. Volume(s) _____ per unit time _____ (e.g., month, year)</p> <p>iii. Generally, describe the proposed storage facilities: _____</p> <p>_____</p>	
<p>q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <p>If Yes:</p> <p>i. Describe proposed treatment(s):</p> <p>_____</p> <p>_____</p> <p>_____</p>	
<p>ii. Will the proposed action use Integrated Pest Management Practices? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p>	
<p>r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <p>If Yes:</p> <p>i. Describe any solid waste(s) to be generated during construction or operation of the facility:</p> <ul style="list-style-type: none"> <li>• Construction: _____ tons per _____ (unit of time)</li> <li>• Operation : _____ tons per _____ (unit of time)</li> </ul> <p>ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:</p> <ul style="list-style-type: none"> <li>• Construction: _____</li> <li>_____</li> <li>• Operation: _____</li> <li>_____</li> </ul> <p>iii. Proposed disposal methods/facilities for solid waste generated on-site:</p> <ul style="list-style-type: none"> <li>• Construction: _____</li> <li>_____</li> <li>• Operation: _____</li> <li>_____</li> </ul>	

s. Does the proposed action include construction or modification of a solid waste management facility? ☐ Yes ☐ No  
 If Yes:  
 i. Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities): \_\_\_\_\_  
 ii. Anticipated rate of disposal/processing:  
     • \_\_\_\_\_ Tons/month, if transfer or other non-combustion/thermal treatment, or  
     • \_\_\_\_\_ Tons/hour, if combustion or thermal treatment  
 iii. If landfill, anticipated site life: \_\_\_\_\_ years

t. Will the proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous waste? ☐ Yes ☐ No  
 If Yes:  
 i. Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility: \_\_\_\_\_  
 \_\_\_\_\_  
 ii. Generally describe processes or activities involving hazardous wastes or constituents: \_\_\_\_\_  
 \_\_\_\_\_  
 iii. Specify amount to be handled or generated \_\_\_\_\_ tons/month  
 iv. Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents: \_\_\_\_\_  
 \_\_\_\_\_  
 v. Will any hazardous wastes be disposed at an existing offsite hazardous waste facility? ☐ Yes ☐ No  
 If Yes: provide name and location of facility: \_\_\_\_\_  
 \_\_\_\_\_  
 If No: describe proposed management of any hazardous wastes which will not be sent to a hazardous waste facility:  
 \_\_\_\_\_  
 \_\_\_\_\_

## E. Site and Setting of Proposed Action

<b>E.1. Land uses on and surrounding the project site</b>			
a. Existing land uses. i. Check all uses that occur on, adjoining and near the project site. <input type="checkbox"/> Urban <input type="checkbox"/> Industrial <input type="checkbox"/> Commercial <input type="checkbox"/> Residential (suburban) <input type="checkbox"/> Rural (non-farm) <input type="checkbox"/> Forest <input type="checkbox"/> Agriculture <input type="checkbox"/> Aquatic <input type="checkbox"/> Other (specify): _____ ii. If mix of uses, generally describe: _____ _____			
b. Land uses and coverytypes on the project site.			
Land use or Coverytype	Current Acreage	Acreage After Project Completion	Change (Acres +/-)
• Roads, buildings, and other paved or impervious surfaces			
• Forested			
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)			
• Agricultural (includes active orchards, field, greenhouse etc.)			
• Surface water features (lakes, ponds, streams, rivers, etc.)			
• Wetlands (freshwater or tidal)			
• Non-vegetated (bare rock, earth or fill)			
• Other Describe: _____ _____			

<p>c. Is the project site presently used by members of the community for public recreation? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <p>i. If Yes: explain: _____</p>	
<p>d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <p>If Yes,</p> <p>i. Identify Facilities: _____</p> <p>_____</p>	
<p>e. Does the project site contain an existing dam? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <p>If Yes:</p> <p>i. Dimensions of the dam and impoundment:</p> <ul style="list-style-type: none"> <li>• Dam height: _____ feet</li> <li>• Dam length: _____ feet</li> <li>• Surface area: _____ acres</li> <li>• Volume impounded: _____ gallons OR acre-feet</li> </ul> <p>ii. Dam's existing hazard classification: _____</p> <p>iii. Provide date and summarize results of last inspection: _____</p> <p>_____</p>	
<p>f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <p>If Yes:</p> <p>i. Has the facility been formally closed? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <ul style="list-style-type: none"> <li>• If yes, cite sources/documentation: _____</li> </ul> <p>ii. Describe the location of the project site relative to the boundaries of the solid waste management facility: _____</p> <p>_____</p> <p>iii. Describe any development constraints due to the prior solid waste activities: _____</p> <p>_____</p>	
<p>g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <p>If Yes:</p> <p>i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred: _____</p> <p>_____</p>	
<p>h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <p>If Yes:</p> <p>i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> Yes – Spills Incidents database  <input type="checkbox"/> Yes – Environmental Site Remediation database  <input type="checkbox"/> Neither database         </div> <div>           Provide DEC ID number(s): _____            Provide DEC ID number(s): _____         </div> </div> <p>ii. If site has been subject of RCRA corrective activities, describe control measures: _____</p> <p>_____</p> <p>iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <p>If yes, provide DEC ID number(s): _____</p> <p>iv. If yes to (i), (ii) or (iii) above, describe current status of site(s): _____</p> <p>_____</p>	



v. Is the project site subject to an institutional control limiting property uses? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span> <ul style="list-style-type: none"> <li>• If yes, DEC site ID number: _____</li> <li>• Describe the type of institutional control (e.g., deed restriction or easement): _____</li> <li>• Describe any use limitations: _____</li> <li>• Describe any engineering controls: _____</li> <li>• Will the project affect the institutional or engineering controls in place? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></li> <li>• Explain: _____  _____</li> </ul>	
<b>E.2. Natural Resources On or Near Project Site</b>	
a. What is the average depth to bedrock on the project site? _____ feet	
b. Are there bedrock outcroppings on the project site? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span> If Yes, what proportion of the site is comprised of bedrock outcroppings? _____ %	
c. Predominant soil type(s) present on project site: <div style="display: flex; justify-content: space-between; margin-top: 5px;"> <div>_____</div> <div>_____ %</div> </div> <div style="display: flex; justify-content: space-between; margin-top: 5px;"> <div>_____</div> <div>_____ %</div> </div> <div style="display: flex; justify-content: space-between; margin-top: 5px;"> <div>_____</div> <div>_____ %</div> </div>	
d. What is the average depth to the water table on the project site? Average: _____ feet	
e. Drainage status of project site soils: <div style="display: flex; justify-content: space-between; margin-top: 5px;"> <input type="checkbox"/> Well Drained: _____ % of site <input type="checkbox"/> Moderately Well Drained: _____ % of site <input type="checkbox"/> Poorly Drained: _____ % of site </div>	
f. Approximate proportion of proposed action site with slopes: <div style="display: flex; justify-content: space-between; margin-top: 5px;"> <input type="checkbox"/> 0-10%: _____ % of site <input type="checkbox"/> 10-15%: _____ % of site <input type="checkbox"/> 15% or greater: _____ % of site </div>	
g. Are there any unique geologic features on the project site? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span> If Yes, describe: _____ _____	
h. Surface water features. <div style="margin-top: 10px;"> i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span> </div> <div style="margin-top: 5px;"> ii. Do any wetlands or other waterbodies adjoin the project site? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span> </div> <div style="margin-top: 5px;"> If Yes to either <i>i</i> or <i>ii</i>, continue. If No, skip to E.2.i. </div> <div style="margin-top: 5px;"> iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span> </div> <div style="margin-top: 5px;"> iv. For each identified regulated wetland and waterbody on the project site, provide the following information: <ul style="list-style-type: none"> <li>• Streams: Name _____ Classification _____</li> <li>• Lakes or Ponds: Name _____ Classification _____</li> <li>• Wetlands: Name _____ Approximate Size _____</li> <li>• Wetland No. (if regulated by DEC) _____</li> </ul> </div>	
v. Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired waterbodies? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span> If yes, name of impaired water body/bodies and basis for listing as impaired: _____ _____	
i. Is the project site in a designated Floodway? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span>	
j. Is the project site in the 100-year Floodplain? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span>	
k. Is the project site in the 500-year Floodplain? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span>	
l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span> If Yes: <div style="margin-top: 5px;"> i. Name of aquifer: _____ </div>	

<p>m. Identify the predominant wildlife species that occupy or use the project site: _____</p> <p>_____</p> <p>_____</p>	
<p>n. Does the project site contain a designated significant natural community? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <p>If Yes:</p> <p style="margin-left: 20px;">i. Describe the habitat/community (composition, function, and basis for designation): _____</p> <p style="margin-left: 20px;">ii. Source(s) of description or evaluation: _____</p> <p style="margin-left: 20px;">iii. Extent of community/habitat:</p> <ul style="list-style-type: none"> <li>• Currently: _____ acres</li> <li>• Following completion of project as proposed: _____ acres</li> <li>• Gain or loss (indicate + or -): _____ acres</li> </ul>	
<p>o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <p>If Yes:</p> <p style="margin-left: 20px;">i. Species and listing (endangered or threatened): _____</p> <p>_____</p> <p>_____</p>	
<p>p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <p>If Yes:</p> <p style="margin-left: 20px;">i. Species and listing: _____</p> <p>_____</p> <p>_____</p>	
<p>q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <p>If yes, give a brief description of how the proposed action may affect that use: _____</p> <p>_____</p> <p>_____</p>	
<p><b>E.3. Designated Public Resources On or Near Project Site</b></p>	
<p>a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <p>If Yes, provide county plus district name/number: _____</p>	
<p>b. Are agricultural lands consisting of highly productive soils present? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <p style="margin-left: 20px;">i. If Yes: acreage(s) on project site? _____</p> <p style="margin-left: 20px;">ii. Source(s) of soil rating(s): _____</p>	
<p>c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <p>If Yes:</p> <p style="margin-left: 20px;">i. Nature of the natural landmark: <span style="margin-left: 20px;"><input type="checkbox"/> Biological Community</span> <span style="margin-left: 20px;"><input type="checkbox"/> Geological Feature</span></p> <p style="margin-left: 20px;">ii. Provide brief description of landmark, including values behind designation and approximate size/extent: _____</p> <p>_____</p> <p>_____</p>	
<p>d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span></p> <p>If Yes:</p> <p style="margin-left: 20px;">i. CEA name: _____</p> <p style="margin-left: 20px;">ii. Basis for designation: _____</p> <p style="margin-left: 20px;">iii. Designating agency and date: _____</p>	

e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span> If Yes: i. Nature of historic/archaeological resource: <input type="checkbox"/> Archaeological Site <input type="checkbox"/> Historic Building or District ii. Name: _____ iii. Brief description of attributes on which listing is based: _____
f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span>
g. Have additional archaeological or historic site(s) or resources been identified on the project site? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span> If Yes: i. Describe possible resource(s): _____ ii. Basis for identification: _____
h. Is the project site within five miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span> If Yes: i. Identify resource: _____ ii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): _____ iii. Distance between project and resource: _____ miles.
i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span> If Yes: i. Identify the name of the river and its designation: _____ ii. Is the activity consistent with development restrictions contained in 6NYCRR Part 666? <span style="float: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</span>

#### **F. Additional Information**

Attach any additional information which may be needed to clarify your project.

If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which you propose to avoid or minimize them.

#### **G. Verification**

I certify that the information provided is true to the best of my knowledge.

Applicant/Sponsor Name \_\_\_\_\_ Date \_\_\_\_\_

Signature \_\_\_\_\_ Title \_\_\_\_\_





**Disclaimer:** The EAF Mapper is a screening tool intended to assist project sponsors and reviewing agencies in preparing an environmental assessment form (EAF). Not all questions asked in the EAF are answered by the EAF Mapper. Additional information on any EAF question can be obtained by consulting the EAF Workbooks. Although the EAF Mapper provides the most up-to-date digital data available to DEC, you may also need to contact local or other data sources in order to obtain data not provided by the Mapper. Digital data is not a substitute for agency determinations.



B.i.i [Coastal or Waterfront Area]	No
B.i.ii [Local Waterfront Revitalization Area]	Yes
C.2.b. [Special Planning District]	Yes - Digital mapping data are not available for all Special Planning Districts. Refer to EAF Workbook.
C.2.b. [Special Planning District - Name]	Remediation Sites:429008, NYS Heritage Areas:Mohawk Valley Heritage Corridor
E.1.h [DEC Spills or Remediation Site - Potential Contamination History]	Yes - Digital mapping data for Spills Incidents are not available for this location. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Listed]	Yes
E.1.h.i [DEC Spills or Remediation Site - Environmental Site Remediation Database]	Yes
E.1.h.i [DEC Spills or Remediation Site - DEC ID Number]	429008
E.1.h.iii [Within 2,000' of DEC Remediation Site]	Yes
E.1.h.iii [Within 2,000' of DEC Remediation Site - DEC ID]	E429011, V00367, 429008, 429004
E.2.g [Unique Geologic Features]	No
E.2.h.i [Surface Water Features]	Yes
E.2.h.ii [Surface Water Features]	Yes
E.2.h.iii [Surface Water Features]	Yes - Digital mapping information on local and federal wetlands and waterbodies is known to be incomplete. Refer to EAF Workbook.
E.2.h.iv [Surface Water Features - Stream Name]	876-9, 876-127
E.2.h.iv [Surface Water Features - Stream Classification]	C

E.2.h.iv [Surface Water Features - Wetlands Name]	NYS Wetland, Federal Waters
E.2.h.iv [Surface Water Features - Wetlands Size]	NYS Wetland (in acres):108.1
E.2.h.iv [Surface Water Features - DEC Wetlands Number]	A-11
E.2.h.v [Impaired Water Bodies]	No
E.2.i. [Floodway]	Yes
E.2.j. [100 Year Floodplain]	Yes
E.2.k. [500 Year Floodplain]	Yes
E.2.l. [Aquifers]	Yes
E.2.l. [Aquifer Names]	Principal Aquifer
E.2.n. [Natural Communities]	No
E.2.o. [Endangered or Threatened Species]	Yes
E.2.o. [Endangered or Threatened Species - Name]	Peregrine Falcon
E.2.p. [Rare Plants or Animals]	No
E.3.a. [Agricultural District]	No
E.3.c. [National Natural Landmark]	No
E.3.d [Critical Environmental Area]	No
E.3.e. [National or State Register of Historic Places or State Eligible Sites]	Yes - Digital mapping data for archaeological site boundaries are not available. Refer to EAF Workbook.
E.3.e.ii [National or State Register of Historic Places or State Eligible Sites - Name]	Eligible property:FIRST NATIONAL BANK BLDG, Eligible property:[Former Wrestling Hall of Fame], Eligible property:First National Bank Bldg, Eligible property:2.5 story; late 19thc; shingle style; cross gable; diamond trace windows, Eligible property:2 story, side gable, 1950 Colonial Revival; brick, Eligible property:Farmers' National Bank. 1875. Italianate., Eligible property:Stephen Sanford Apartments, late 19th, 3 story, brick; Q Anne, Eligible property:late 19th c, 3 bay, 6 story comm/resd. Italianate cornice, 3 story comm/resd. Italianate cornice, 3 story comm/resd. Italianate cornice, New York State Barge Canal Historic District, US Post Office--Amsterdam, Amsterdam Free Library, Amsterdam City Hall (Sanford Mansion), Saint Stanislaus Roman Catholic Church Complex, Green Hill Cemetery
E.3.f. [Archeological Sites]	Yes
E.3.i. [Designated River Corridor]	No

**Full Environmental Assessment Form**  
**Part 2 - Identification of Potential Project Impacts**

Project :

Date :

**Part 2 is to be completed by the lead agency.** Part 2 is designed to help the lead agency inventory all potential resources that could be affected by a proposed project or action. We recognize that the lead agency's reviewer(s) will not necessarily be environmental professionals. So, the questions are designed to walk a reviewer through the assessment process by providing a series of questions that can be answered using the information found in Part 1. To further assist the lead agency in completing Part 2, the form identifies the most relevant questions in Part 1 that will provide the information needed to answer the Part 2 question. When Part 2 is completed, the lead agency will have identified the relevant environmental areas that may be impacted by the proposed activity.

If the lead agency is a state agency **and** the action is in any Coastal Area, complete the Coastal Assessment Form before proceeding with this assessment.

**Tips for completing Part 2:**

- Review all of the information provided in Part 1.
- Review any application, maps, supporting materials and the Full EAF Workbook.
- Answer each of the 18 questions in Part 2.
- If you answer “**Yes**” to a numbered question, please complete all the questions that follow in that section.
- If you answer “**No**” to a numbered question, move on to the next numbered question.
- Check appropriate column to indicate the anticipated size of the impact.
- Proposed projects that would exceed a numeric threshold contained in a question should result in the reviewing agency checking the box “Moderate to large impact may occur.”
- The reviewer is not expected to be an expert in environmental analysis.
- If you are not sure or undecided about the size of an impact, it may help to review the sub-questions for the general question and consult the workbook.
- When answering a question consider all components of the proposed activity, that is, the “whole action”.
- Consider the possibility for long-term and cumulative impacts as well as direct impacts.
- Answer the question in a reasonable manner considering the scale and context of the project.

<b>1. Impact on Land</b> Proposed action may involve construction on, or physical alteration of, the land surface of the proposed site. (See Part 1. D.1) <i>If “Yes”, answer questions a - j. If “No”, move on to Section 2.</i>				<input type="checkbox"/> NO	<input type="checkbox"/> YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur		
a. The proposed action may involve construction on land where depth to water table is less than 3 feet.	E2d	<input type="checkbox"/>	<input type="checkbox"/>		
b. The proposed action may involve construction on slopes of 15% or greater.	E2f	<input type="checkbox"/>	<input type="checkbox"/>		
c. The proposed action may involve construction on land where bedrock is exposed, or generally within 5 feet of existing ground surface.	E2a	<input type="checkbox"/>	<input type="checkbox"/>		
d. The proposed action may involve the excavation and removal of more than 1,000 tons of natural material.	D2a	<input type="checkbox"/>	<input type="checkbox"/>		
e. The proposed action may involve construction that continues for more than one year or in multiple phases.	D1e	<input type="checkbox"/>	<input type="checkbox"/>		
f. The proposed action may result in increased erosion, whether from physical disturbance or vegetation removal (including from treatment by herbicides).	D2e, D2q	<input type="checkbox"/>	<input type="checkbox"/>		
g. The proposed action is, or may be, located within a Coastal Erosion hazard area.	B1i	<input type="checkbox"/>	<input type="checkbox"/>		
h. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>		



<b>2. Impact on Geological Features</b> The proposed action may result in the modification or destruction of, or inhibit access to, any unique or unusual land forms on the site (e.g., cliffs, dunes, minerals, fossils, caves). (See Part 1. E.2.g) <span style="float: right;"><input type="checkbox"/> NO <input type="checkbox"/> YES</span> <i>If "Yes", answer questions a - c. If "No", move on to Section 3.</i>			
	<b>Relevant Part I Question(s)</b>	<b>No, or small impact may occur</b>	<b>Moderate to large impact may occur</b>
a. Identify the specific land form(s) attached: _____	E2g	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may affect or is adjacent to a geological feature listed as a registered National Natural Landmark. Specific feature: _____	E3c	<input type="checkbox"/>	<input type="checkbox"/>
c. Other impacts: _____		<input type="checkbox"/>	<input type="checkbox"/>

<b>3. Impacts on Surface Water</b> The proposed action may affect one or more wetlands or other surface water bodies (e.g., streams, rivers, ponds or lakes). (See Part 1. D.2, E.2.h) <span style="float: right;"><input type="checkbox"/> NO <input type="checkbox"/> YES</span> <i>If "Yes", answer questions a - l. If "No", move on to Section 4.</i>			
	<b>Relevant Part I Question(s)</b>	<b>No, or small impact may occur</b>	<b>Moderate to large impact may occur</b>
a. The proposed action may create a new water body.	D2b, D1h	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in an increase or decrease of over 10% or more than a 10 acre increase or decrease in the surface area of any body of water.	D2b	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may involve dredging more than 100 cubic yards of material from a wetland or water body.	D2a	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may involve construction within or adjoining a freshwater or tidal wetland, or in the bed or banks of any other water body.	E2h	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may create turbidity in a waterbody, either from upland erosion, runoff or by disturbing bottom sediments.	D2a, D2h	<input type="checkbox"/>	<input type="checkbox"/>
f. The proposed action may include construction of one or more intake(s) for withdrawal of water from surface water.	D2c	<input type="checkbox"/>	<input type="checkbox"/>
g. The proposed action may include construction of one or more outfall(s) for discharge of wastewater to surface water(s).	D2d	<input type="checkbox"/>	<input type="checkbox"/>
h. The proposed action may cause soil erosion, or otherwise create a source of stormwater discharge that may lead to siltation or other degradation of receiving water bodies.	D2e	<input type="checkbox"/>	<input type="checkbox"/>
i. The proposed action may affect the water quality of any water bodies within or downstream of the site of the proposed action.	E2h	<input type="checkbox"/>	<input type="checkbox"/>
j. The proposed action may involve the application of pesticides or herbicides in or around any water body.	D2q, E2h	<input type="checkbox"/>	<input type="checkbox"/>
k. The proposed action may require the construction of new, or expansion of existing, wastewater treatment facilities.	D1a, D2d	<input type="checkbox"/>	<input type="checkbox"/>

I. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>
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<b>4. Impact on groundwater</b> The proposed action may result in new or additional use of ground water, or may have the potential to introduce contaminants to ground water or an aquifer. (See Part 1. D.2.a, D.2.c, D.2.d, D.2.p, D.2.q, D.2.t) <i>If “Yes”, answer questions a - h. If “No”, move on to Section 5.</i>			
	<input type="checkbox"/> NO	<input type="checkbox"/> YES	
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may require new water supply wells, or create additional demand on supplies from existing water supply wells.	D2c	<input type="checkbox"/>	<input type="checkbox"/>
b. Water supply demand from the proposed action may exceed safe and sustainable withdrawal capacity rate of the local supply or aquifer. Cite Source: _____	D2c	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may allow or result in residential uses in areas without water and sewer services.	D1a, D2c	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may include or require wastewater discharged to groundwater.	D2d, E2l	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may result in the construction of water supply wells in locations where groundwater is, or is suspected to be, contaminated.	D2c, E1f, E1g, E1h	<input type="checkbox"/>	<input type="checkbox"/>
f. The proposed action may require the bulk storage of petroleum or chemical products over ground water or an aquifer.	D2p, E2l	<input type="checkbox"/>	<input type="checkbox"/>
g. The proposed action may involve the commercial application of pesticides within 100 feet of potable drinking water or irrigation sources.	E2h, D2q, E2l, D2c	<input type="checkbox"/>	<input type="checkbox"/>
h. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

<b>5. Impact on Flooding</b> The proposed action may result in development on lands subject to flooding. (See Part 1. E.2) <i>If “Yes”, answer questions a - g. If “No”, move on to Section 6.</i>			
	<input type="checkbox"/> NO	<input type="checkbox"/> YES	
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in development in a designated floodway.	E2i	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in development within a 100 year floodplain.	E2j	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may result in development within a 500 year floodplain.	E2k	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may result in, or require, modification of existing drainage patterns.	D2b, D2e	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may change flood water flows that contribute to flooding.	D2b, E2i, E2j, E2k	<input type="checkbox"/>	<input type="checkbox"/>
f. If there is a dam located on the site of the proposed action, is the dam in need of repair, or upgrade?	E1e	<input type="checkbox"/>	<input type="checkbox"/>

g. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>
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<b>6. Impacts on Air</b> The proposed action may include a state regulated air emission source. <span style="float: right;"><input type="checkbox"/> NO <input type="checkbox"/> YES</span> (See Part 1. D.2.f., D.2.h, D.2.g) <i>If “Yes”, answer questions a - f. If “No”, move on to Section 7.</i>			
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. If the proposed action requires federal or state air emission permits, the action may also emit one or more greenhouse gases at or above the following levels: i. More than 1000 tons/year of carbon dioxide (CO <sub>2</sub> ) ii. More than 3.5 tons/year of nitrous oxide (N <sub>2</sub> O) iii. More than 1000 tons/year of carbon equivalent of perfluorocarbons (PFCs) iv. More than .045 tons/year of sulfur hexafluoride (SF <sub>6</sub> ) v. More than 1000 tons/year of carbon dioxide equivalent of hydrochloroflourocarbons (HFCs) emissions vi. 43 tons/year or more of methane	D2g D2g D2g D2g D2g D2h	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
b. The proposed action may generate 10 tons/year or more of any one designated hazardous air pollutant, or 25 tons/year or more of any combination of such hazardous air pollutants.	D2g	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may require a state air registration, or may produce an emissions rate of total contaminants that may exceed 5 lbs. per hour, or may include a heat source capable of producing more than 10 million BTU's per hour.	D2f, D2g	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may reach 50% of any of the thresholds in “a” through “c”, above.	D2g	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may result in the combustion or thermal treatment of more than 1 ton of refuse per hour.	D2s	<input type="checkbox"/>	<input type="checkbox"/>
f. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

<b>7. Impact on Plants and Animals</b> The proposed action may result in a loss of flora or fauna. (See Part 1. E.2. m.-q.) <span style="float: right;"><input type="checkbox"/> NO <input type="checkbox"/> YES</span> <i>If “Yes”, answer questions a - j. If “No”, move on to Section 8.</i>			
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may cause reduction in population or loss of individuals of any threatened or endangered species, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2o	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in a reduction or degradation of any habitat used by any rare, threatened or endangered species, as listed by New York State or the federal government.	E2o	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may cause reduction in population, or loss of individuals, of any species of special concern or conservation need, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2p	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may result in a reduction or degradation of any habitat used by any species of special concern and conservation need, as listed by New York State or the Federal government.	E2p	<input type="checkbox"/>	<input type="checkbox"/>



e. The proposed action may diminish the capacity of a registered National Natural Landmark to support the biological community it was established to protect.	E3c	<input type="checkbox"/>	<input type="checkbox"/>
f. The proposed action may result in the removal of, or ground disturbance in, any portion of a designated significant natural community. Source: _____	E2n	<input type="checkbox"/>	<input type="checkbox"/>
g. The proposed action may substantially interfere with nesting/breeding, foraging, or over-wintering habitat for the predominant species that occupy or use the project site.	E2m	<input type="checkbox"/>	<input type="checkbox"/>
h. The proposed action requires the conversion of more than 10 acres of forest, grassland or any other regionally or locally important habitat. Habitat type & information source: _____	E1b	<input type="checkbox"/>	<input type="checkbox"/>
i. Proposed action (commercial, industrial or recreational projects, only) involves use of herbicides or pesticides.	D2q	<input type="checkbox"/>	<input type="checkbox"/>
j. Other impacts: _____		<input type="checkbox"/>	<input type="checkbox"/>

<b>8. Impact on Agricultural Resources</b> The proposed action may impact agricultural resources. (See Part 1. E.3.a. and b.) <input type="checkbox"/> NO <input type="checkbox"/> YES <i>If "Yes", answer questions a - h. If "No", move on to Section 9.</i>			
	<b>Relevant Part I Question(s)</b>	<b>No, or small impact may occur</b>	<b>Moderate to large impact may occur</b>
a. The proposed action may impact soil classified within soil group 1 through 4 of the NYS Land Classification System.	E2c, E3b	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may sever, cross or otherwise limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc).	E1a, E1b	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may result in the excavation or compaction of the soil profile of active agricultural land.	E3b	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may irreversibly convert agricultural land to non-agricultural uses, either more than 2.5 acres if located in an Agricultural District, or more than 10 acres if not within an Agricultural District.	E1b, E3a	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may disrupt or prevent installation of an agricultural land management system.	E1 a, E1b	<input type="checkbox"/>	<input type="checkbox"/>
f. The proposed action may result, directly or indirectly, in increased development potential or pressure on farmland.	C2c, C3, D2c, D2d	<input type="checkbox"/>	<input type="checkbox"/>
g. The proposed project is not consistent with the adopted municipal Farmland Protection Plan.	C2c	<input type="checkbox"/>	<input type="checkbox"/>
h. Other impacts: _____		<input type="checkbox"/>	<input type="checkbox"/>

<b>9. Impact on Aesthetic Resources</b> The land use of the proposed action are obviously different from, or are in sharp contrast to, current land use patterns between the proposed project and a scenic or aesthetic resource. (Part 1. E.1.a, E.1.b, E.3.h.) <i>If "Yes", answer questions a - g. If "No", go to Section 10.</i>			
		<input type="checkbox"/> NO	<input type="checkbox"/> YES
	<b>Relevant Part I Question(s)</b>	<b>No, or small impact may occur</b>	<b>Moderate to large impact may occur</b>
a. Proposed action may be visible from any officially designated federal, state, or local scenic or aesthetic resource.	E3h	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in the obstruction, elimination or significant screening of one or more officially designated scenic views.	E3h, C2b	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may be visible from publicly accessible vantage points: i. Seasonally (e.g., screened by summer foliage, but visible during other seasons) ii. Year round	E3h	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>
d. The situation or activity in which viewers are engaged while viewing the proposed action is: i. Routine travel by residents, including travel to and from work ii. Recreational or tourism based activities	E3h E2q, E1c	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>
e. The proposed action may cause a diminishment of the public enjoyment and appreciation of the designated aesthetic resource.	E3h	<input type="checkbox"/>	<input type="checkbox"/>
f. There are similar projects visible within the following distance of the proposed project: 0-1/2 mile 1/2 -3 mile 3-5 mile 5+ mile	D1a, E1a, D1f, D1g	<input type="checkbox"/>	<input type="checkbox"/>
g. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

<b>10. Impact on Historic and Archeological Resources</b> The proposed action may occur in or adjacent to a historic or archaeological resource. (Part 1. E.3.e, f. and g.) <i>If "Yes", answer questions a - e. If "No", go to Section 11.</i>			
		<input type="checkbox"/> NO	<input type="checkbox"/> YES
	<b>Relevant Part I Question(s)</b>	<b>No, or small impact may occur</b>	<b>Moderate to large impact may occur</b>
a. The proposed action may occur wholly or partially within, or substantially contiguous to, any buildings, archaeological site or district which is listed on the National or State Register of Historical Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places.	E3e	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may occur wholly or partially within, or substantially contiguous to, an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory.	E3f	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may occur wholly or partially within, or substantially contiguous to, an archaeological site not included on the NY SHPO inventory. Source: _____	E3g	<input type="checkbox"/>	<input type="checkbox"/>

d. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>
<p>If any of the above (a-d) are answered “Moderate to large impact may occur”, continue with the following questions to help support conclusions in Part 3:</p> <p>e.</p> <p>i. The proposed action may result in the destruction or alteration of all or part of the site or property.</p> <p>ii. The proposed action may result in the alteration of the property’s setting or integrity.</p> <p>iii. The proposed action may result in the introduction of visual elements which are out of character with the site or property, or may alter its setting.</p>	<p>E3e, E3g, E3f</p> <p>E3e, E3f, E3g, E1a, E1b</p> <p>E3e, E3f, E3g, E3h, C2, C3</p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p>

<b>11. Impact on Open Space and Recreation</b> The proposed action may result in a loss of recreational opportunities or a reduction of an open space resource as designated in any adopted municipal open space plan. (See Part 1. C.2.c, E.1.c., E.2.q.) <i>If “Yes”, answer questions a - e. If “No”, go to Section 12.</i>			
		<input type="checkbox"/> NO	<input type="checkbox"/> YES
	<b>Relevant Part I Question(s)</b>	<b>No, or small impact may occur</b>	<b>Moderate to large impact may occur</b>
a. The proposed action may result in an impairment of natural functions, or “ecosystem services”, provided by an undeveloped area, including but not limited to stormwater storage, nutrient cycling, wildlife habitat.	D2e, E1b E2h, E2m, E2o, E2n, E2p	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in the loss of a current or future recreational resource.	C2a, E1c, C2c, E2q	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may eliminate open space or recreational resource in an area with few such resources.	C2a, C2c E1c, E2q	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may result in loss of an area now used informally by the community as an open space resource.	C2c, E1c	<input type="checkbox"/>	<input type="checkbox"/>
e. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

<b>12. Impact on Critical Environmental Areas</b> The proposed action may be located within or adjacent to a critical environmental area (CEA). (See Part 1. E.3.d) <i>If “Yes”, answer questions a - c. If “No”, go to Section 13.</i>			
		<input type="checkbox"/> NO	<input type="checkbox"/> YES
	<b>Relevant Part I Question(s)</b>	<b>No, or small impact may occur</b>	<b>Moderate to large impact may occur</b>
a. The proposed action may result in a reduction in the quantity of the resource or characteristic which was the basis for designation of the CEA.	E3d	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in a reduction in the quality of the resource or characteristic which was the basis for designation of the CEA.	E3d	<input type="checkbox"/>	<input type="checkbox"/>
c. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>



<b>13. Impact on Transportation</b> The proposed action may result in a change to existing transportation systems. <input type="checkbox"/> NO <input type="checkbox"/> YES (See Part 1. D.2.j) <i>If "Yes", answer questions a - f. If "No", go to Section 14.</i>			
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Projected traffic increase may exceed capacity of existing road network.	D2j	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in the construction of paved parking area for 500 or more vehicles.	D2j	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action will degrade existing transit access.	D2j	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action will degrade existing pedestrian or bicycle accommodations.	D2j	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may alter the present pattern of movement of people or goods.	D2j	<input type="checkbox"/>	<input type="checkbox"/>
f. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

<b>14. Impact on Energy</b> The proposed action may cause an increase in the use of any form of energy. <input type="checkbox"/> NO <input type="checkbox"/> YES (See Part 1. D.2.k) <i>If "Yes", answer questions a - e. If "No", go to Section 15.</i>			
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action will require a new, or an upgrade to an existing, substation.	D2k	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two-family residences or to serve a commercial or industrial use.	D1f, D1q, D2k	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may utilize more than 2,500 MWhrs per year of electricity.	D2k	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may involve heating and/or cooling of more than 100,000 square feet of building area when completed.	D1g	<input type="checkbox"/>	<input type="checkbox"/>
e. Other Impacts: _____ _____			

<b>15. Impact on Noise, Odor, and Light</b> The proposed action may result in an increase in noise, odors, or outdoor lighting. <input type="checkbox"/> NO <input type="checkbox"/> YES (See Part 1. D.2.m., n., and o.) <i>If "Yes", answer questions a - f. If "No", go to Section 16.</i>			
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may produce sound above noise levels established by local regulation.	D2m	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may result in blasting within 1,500 feet of any residence, hospital, school, licensed day care center, or nursing home.	D2m, E1d	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may result in routine odors for more than one hour per day.	D2o	<input type="checkbox"/>	<input type="checkbox"/>

d. The proposed action may result in light shining onto adjoining properties.	D2n	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may result in lighting creating sky-glow brighter than existing area conditions.	D2n, E1a	<input type="checkbox"/>	<input type="checkbox"/>
f. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

#### 16. Impact on Human Health

The proposed action may have an impact on human health from exposure to new or existing sources of contaminants. (See Part 1.D.2.q., E.1. d. f. g. and h.)

☐ NO

☐ YES

*If "Yes", answer questions a - m. If "No", go to Section 17.*

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action is located within 1500 feet of a school, hospital, licensed day care center, group home, nursing home or retirement community.	E1d	<input type="checkbox"/>	<input type="checkbox"/>
b. The site of the proposed action is currently undergoing remediation.	E1g, E1h	<input type="checkbox"/>	<input type="checkbox"/>
c. There is a completed emergency spill remediation, or a completed environmental site remediation on, or adjacent to, the site of the proposed action.	E1g, E1h	<input type="checkbox"/>	<input type="checkbox"/>
d. The site of the action is subject to an institutional control limiting the use of the property (e.g., easement or deed restriction).	E1g, E1h	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may affect institutional control measures that were put in place to ensure that the site remains protective of the environment and human health.	E1g, E1h	<input type="checkbox"/>	<input type="checkbox"/>
f. The proposed action has adequate control measures in place to ensure that future generation, treatment and/or disposal of hazardous wastes will be protective of the environment and human health.	D2t	<input type="checkbox"/>	<input type="checkbox"/>
g. The proposed action involves construction or modification of a solid waste management facility.	D2q, E1f	<input type="checkbox"/>	<input type="checkbox"/>
h. The proposed action may result in the unearthing of solid or hazardous waste.	D2q, E1f	<input type="checkbox"/>	<input type="checkbox"/>
i. The proposed action may result in an increase in the rate of disposal, or processing, of solid waste.	D2r, D2s	<input type="checkbox"/>	<input type="checkbox"/>
j. The proposed action may result in excavation or other disturbance within 2000 feet of a site used for the disposal of solid or hazardous waste.	E1f, E1g E1h	<input type="checkbox"/>	<input type="checkbox"/>
k. The proposed action may result in the migration of explosive gases from a landfill site to adjacent off site structures.	E1f, E1g	<input type="checkbox"/>	<input type="checkbox"/>
l. The proposed action may result in the release of contaminated leachate from the project site.	D2s, E1f, D2r	<input type="checkbox"/>	<input type="checkbox"/>
m. Other impacts: _____ _____			

<b>17. Consistency with Community Plans</b> The proposed action is not consistent with adopted land use plans. (See Part 1. C.1, C.2. and C.3.) <i>If “Yes”, answer questions a - h. If “No”, go to Section 18.</i>			
		<input type="checkbox"/> NO	<input type="checkbox"/> YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action’s land use components may be different from, or in sharp contrast to, current surrounding land use pattern(s).	C2, C3, D1a E1a, E1b	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action will cause the permanent population of the city, town or village in which the project is located to grow by more than 5%.	C2	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action is inconsistent with local land use plans or zoning regulations.	C2, C2, C3	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action is inconsistent with any County plans, or other regional land use plans.	C2, C2	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action may cause a change in the density of development that is not supported by existing infrastructure or is distant from existing infrastructure.	C3, D1c, D1d, D1f, D1d, E1b	<input type="checkbox"/>	<input type="checkbox"/>
f. The proposed action is located in an area characterized by low density development that will require new or expanded public infrastructure.	C4, D2c, D2d D2j	<input type="checkbox"/>	<input type="checkbox"/>
g. The proposed action may induce secondary development impacts (e.g., residential or commercial development not included in the proposed action)	C2a	<input type="checkbox"/>	<input type="checkbox"/>
h. Other: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>

<b>18. Consistency with Community Character</b> The proposed project is inconsistent with the existing community character. (See Part 1. C.2, C.3, D.2, E.3) <i>If “Yes”, answer questions a - g. If “No”, proceed to Part 3.</i>			
		<input type="checkbox"/> NO	<input type="checkbox"/> YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may replace or eliminate existing facilities, structures, or areas of historic importance to the community.	E3e, E3f, E3g	<input type="checkbox"/>	<input type="checkbox"/>
b. The proposed action may create a demand for additional community services (e.g. schools, police and fire)	C4	<input type="checkbox"/>	<input type="checkbox"/>
c. The proposed action may displace affordable or low-income housing in an area where there is a shortage of such housing.	C2, C3, D1f D1g, E1a	<input type="checkbox"/>	<input type="checkbox"/>
d. The proposed action may interfere with the use or enjoyment of officially recognized or designated public resources.	C2, E3	<input type="checkbox"/>	<input type="checkbox"/>
e. The proposed action is inconsistent with the predominant architectural scale and character.	C2, C3	<input type="checkbox"/>	<input type="checkbox"/>
f. Proposed action is inconsistent with the character of the existing natural landscape.	C2, C3 E1a, E1b E2g, E2h	<input type="checkbox"/>	<input type="checkbox"/>
g. Other impacts: _____ _____		<input type="checkbox"/>	<input type="checkbox"/>



**Full Environmental Assessment Form**  
**Part 3 - Evaluation of the Magnitude and Importance of Project Impacts**  
**and**  
**Determination of Significance**

Part 3 provides the reasons in support of the determination of significance. The lead agency must complete Part 3 for every question in Part 2 where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.

Based on the analysis in Part 3, the lead agency must decide whether to require an environmental impact statement to further assess the proposed action or whether available information is sufficient for the lead agency to conclude that the proposed action will not have a significant adverse environmental impact. By completing the certification on the next page, the lead agency can complete its determination of significance.

**Reasons Supporting This Determination:**

To complete this section:

- Identify the impact based on the Part 2 responses and describe its magnitude. Magnitude considers factors such as severity, size or extent of an impact.
- Assess the importance of the impact. Importance relates to the geographic scope, duration, probability of the impact occurring, number of people affected by the impact and any additional environmental consequences if the impact were to occur.
- The assessment should take into consideration any design element or project changes.
- Repeat this process for each Part 2 question where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.
- Provide the reason(s) why the impact may, or will not, result in a significant adverse environmental impact
- For Conditional Negative Declarations identify the specific condition(s) imposed that will modify the proposed action so that no significant adverse environmental impacts will result.
- Attach additional sheets, as needed.

**1.D. Impact on Land**

- Due to the project being in the conceptual planning stages, there is no impact on the environment. Should suggested reuse and development move forward, SEQR will have to be completed for specific projects within the Brownfield Opportunity Area document
- There is a likely probability of the suggested projects within the Brownfield Opportunity Area happening. The scope of these projects will likely change. Therefore, the duration of the project and probability of impact is unknown. It is assumed there will be a minor impact due to projects happening on already developed properties
- Many of the projects are suggested on possibly contaminated properties, this would likely extend the projects duration past one year or into multiple phases due to cleanup and remediation of the site. Therefore a moderate impact may occur.

**13. E Impact on Transportation**

- The plan has a variety of suggested transportation improvements and projects. Due to this, the present pattern of movement of people will be altered. It is expected that the pattern will be altered to benefit the community and will not have a negative impact on existing transportation infrastructure / traffic.

**Determination of Significance - Type 1 and Unlisted Actions**

SEQR Status: ☒ Type 1 ☐ Unlisted

Identify portions of EAF completed for this Project: ☒ Part 1 ☒ Part 2 ☒ Part 3

Upon review of the information recorded on this EAF, as noted, plus this additional support information

and considering both the magnitude and importance of each identified potential impact, it is the conclusion of the \_\_\_\_\_ as lead agency that:

☒ A. This project will result in no significant adverse impacts on the environment, and, therefore, an environmental impact statement need not be prepared. Accordingly, this negative declaration is issued.

☐ B. Although this project could have a significant adverse impact on the environment, that impact will be avoided or substantially mitigated because of the following conditions which will be required by the lead agency:

There will, therefore, be no significant adverse impacts from the project as conditioned, and, therefore, this conditioned negative declaration is issued. A conditioned negative declaration may be used only for UNLISTED actions (see 6 NYCRR 617.7(d)).

☐ C. This Project may result in one or more significant adverse impacts on the environment, and an environmental impact statement must be prepared to further assess the impact(s) and possible mitigation and to explore alternatives to avoid or reduce those impacts. Accordingly, this positive declaration is issued.

Name of Action: City of Amsterdam East End BOA

Name of Lead Agency: City of Amsterdam

Name of Responsible Officer in Lead Agency: Amanda Bearcroft

Title of Responsible Officer: Director of Development

Signature of Responsible Officer in Lead Agency:

Date:

Signature of Preparer (if different from Responsible Officer)

*[Handwritten Signature]*

Date:

8/30/2021

**For Further Information:**

Contact Person: Emma Phillips

Address: 141 Elm Street, Suite 100, Buffalo NY

Telephone Number:

E-mail: ephillips@cscos.com

**For Type 1 Actions and Conditioned Negative Declarations, a copy of this Notice is sent to:**

Chief Executive Officer of the political subdivision in which the action will be principally located (e.g., Town/ City/ Village of)

Other involved agencies (if any)

Applicant (if any)

Environmental Notice Bulletin: <http://www.dec.ny.gov/enb/enb.html>

**PRINT FULL FORM**